

APPENDIX D

FINAL SECTION 4(f) EVALUATION COORDINATION

Final Section 4(f) Evaluation Coordination

This appendix includes the following correspondence:

Correspondence Date	Description
April 3, 2000	Colorado State Parks email regarding one Land and Water Conservation Fund project in the Breckenridge area potentially impacted by project
June 21, 2000	CDOT letter to Tim King, Colorado State Parks, notification of CDOT right-of-way – Blue River Reclamation property boundary dispute
June 28, 2000	Record of meeting with Breckenridge Parks and Recreation Director, Bob Pfeiffer, and Carol Craig on Riverwalk Amphitheater use and plans
June 22, 2000	CDOT Email to R. Renella to confirm any LWCF use or land exchanges of Forest Service lands in Summit County area
July 5, 2000	CDOT initial request for Town of Breckenridge list of park and recreation properties
July 6, 2000	CDOT second request for Forest Service list of park and recreation properties
July 6, 2000	CDOT initial request for County list of park and recreation properties
July 6, 2000	CDOT initial request for Town of Frisco list of park and recreation properties
July 10, 2000	Record of CDOT discussion with Denver Water Board regarding potential bikeway relocation on Iron Spring Hill property
August 1, 2000	Summit County letter to CDOT containing recommendations for existing and planned recreation, park, and open space properties
August 4, 2000	Town of Frisco letter to CDOT containing recommendations for existing and planned recreation, park, and open space properties
August 8, 2000	Record of CDOT discussion with Denver Water Board regarding Denver Water Board response to bikeway relocation on Iron Spring Hill property
August 16, 2000	Record of CDOT meeting with US Forest Service regarding Leslie's Curve bikeway relocation onto Forest Service land at Iron Spring Hill and termination of Church Camp license
August 17, 2000	US Forest Service letter to CDOT regarding clarification of resource ownership and in-place facilities
August 25, 2000	Denver Water Board letter to CDOT regarding rejection of bikeway relocation alignment on Denver Water Board property at Iron Spring Hill
August 30, 2000	CDOT email to FHWA regarding information and historical status of Antler House property
September 6, 2000	Town of Breckenridge letter to CDOT with list of park, recreation and open space properties
September 7, 2000	CDOT email to FHWA regarding categorical exclusions for intersection reconstructions on Park and Main on SH 9 in Breckenridge.

(continued)

Correspondence Date	Description
September 8, 2000	CDOT email regarding contact with the Forest Service to discuss USFS properties involved with potential bikeway rerouting and concurrence request
September 12, 2000	CDOT letter to Summit County regarding the proposed bike trail alternative locations on the Fourmile Bridge open space between Frisco and Breckenridge along SH 9.
September 28, 2000	CDOT letter to Town of Breckenridge regarding impacts to recently acquired open space properties.
October 10, 2000	Colorado State Parks letter to CDOT regarding bikeway relocation.
December 1, 2000	Breckenridge Department of Community Development letter to CDOT regarding discussion of cantilevered bikeway option through recreational property.
December 21, 2000	CDOT email to Breckenridge regarding CDOT clarification on non-recreation resource status of Braddock Flats and Alta McCain open space
April 4, 2001	CDOT letter to the US Forest Service requesting concurrence on resources and mitigation plan
April 12, 2001	CDOT email to FHWA regarding bikeway at Blue River Reclamation property
April 27, 2001	CDOT letter to Town of Breckenridge requesting agreement on revised bikeway alignment through Breckenridge Recreation Center and Blue River reclamation property
May 1, 2001	US Forest Service letter to CDOT regarding final concurrence on resource mitigation Dick Day Use, future bikeway relocation
May 10, 2001	CDOT letter to Colorado State Parks requesting concurrence on the bikeway relocation
May 14, 2001	CDOT letter to Summit County regarding initial request for non-impairment determination and concurrence on affected resources
May 14, 2001	CDOT letter to Town of Frisco regarding initial request for non-impairment determination and concurrence on affected resources
February 12, 2002	CDOT letter to Town of Breckenridge containing Town of Breckenridge concurrence on bikeway relocations
June 10, 2002	Record of CDOT meeting with Town of Frisco discussing potential impacts and Town and CDOT recommendations for mitigation plan
June 12, 2002	Record of CDOT meeting with Town of Breckenridge and Summit County discussing potential impacts and County and CDOT recommendations for mitigation plan
June 14, 2002	CDOT letter to Summit County transmitting right-of-way acquisition information
June 28, 2002	CDOT letter to Colorado State Parks regarding second request for concurrence on bikeway relocation

(continued)

Correspondence Date	Description
July 1, 2002	CDOT letter to Town of Breckenridge containing Town of Breckenridge concurrence on impacts and mitigation measures for the Tatum Tracts Open Space Park
July 1, 2002	CDOT letter to Summit County requesting concurrence on park and recreation properties and mitigation
July 1, 2002	CDOT letter to Summit County requesting concurrence on bikeway relocation - revised request
July 1, 2002	CDOT letter to Town of Frisco requesting final agreement of resource mitigation for Nordic Center Recreation area
July 10, 2002	Colorado Historical Society letter to CDOT containing concurrence on the Breckenridge Historic District and the Denver South Park and Pacific Railroad.
July 11, 2002	CDOT FAX to US Forest Service clarifying Leslie's Curve bikeway relocation
August 8, 2002	Town of Frisco letter to CDOT regarding final agreement of resource mitigation (Nordic Center) Peninsula Recreation area
August 13, 2002	CDOT letter to US Forest service clarifying Gold Hill parking improvements and stating no impact to trailhead
December 27, 2002	CDOT letter to US Forest Service requesting concurrence on Denver South Park and Pacific Railroad resource mitigation
January 17, 2003	US Forest Service letter to CDOT regarding concurrence on Denver South Park and Pacific Railroad impacts and mitigation
March 28, 2003	Town of Breckenridge letter to CDOT expressing support and approval of the realignment of the Blue River bikeway between Valley Brook Road and CR 3.
June 16, 2003	CDOT letter to Town of Breckenridge regarding future SH 9 bikeway relocations in the north Breckenridge area.

Schlaefer, Jill

From: King, Tim [Tim.King@state.co.us]
Sent: Monday, April 03, 2000 1:37 PM
To: 'Jeanette Lostracco'; 'Troy Haluska'
Cc: Pollard, Tim
Subject: Highway 9 Project - Breckenridge

Troy -

There is one Land and Water Conservation Fund project in the Breckenridge area that may be impacted by the proposed widening of Colorado Highway 9. This is project 08-00759, called the Blue River Reclamation project. The project involved construction of picnic areas along a reclaimed stretch of the Blue River.

It appears from the 6(f)(3) boundary map that the project your firm is working on may cross the 6(f) boundary as the existing Highway 9 easement is within the 6(f) boundary in places. Please feel free to come to our offices at 1313 Sherman Street, Rm 618, Denver to review the project description and maps. Unfortunately we cannot allow you to take the files from this building under direction from the National Park Service. You are welcome to make copies of pertinent documents at your costs. Unfortunately we do not have a copier capable of reproducing large maps or blueprints at this office.

If the project does impact the existing 6(f) project boundary, the mitigation will involve replacement of any portion of the project converted to non-recreation use. This mitigation will require acquisition of replacement property of equal or greater value. Value needs to be determined by an independent appraiser, working under the rules and requirements set down by the National Park Service. CDOT has LWCF certified appraisers on staff who may be able to conduct the appraisal. Equal or greater value is defined as both fair market value and recreational purpose value. In addition, any replacement property may not be currently in use for recreational purposes.

Please let me know if you have any questions.

Tim King
Colorado State Parks

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



June 21, 2000

Mr. Tim King, Grants Administrator
Colorado State Parks
1313 Sherman Street, Suite 618
Denver, CO 80203

RE: Town of Breckenridge Blue River Reclamation Parcel 6(f) Status,
Parcel Boundary Concurrence and Bike path Relocation 6(f) Status
State Highway 9 Corridor Environmental Impact Statement
CDOT Project STA 009A-021

Dear Tim:

First allow me to thank you for your assistance regarding the 6(f) issues on the Breckenridge Open Space Parcels referred to as the Blue River Reclamation Project 08-00759. Your quick response and clarification of these matters has been greatly appreciated.

To recap our conversation of June 6, 2000, you reviewed files pertaining to the Blue Ridge Reclamation Project (BRR) and found that Land and Water Conservation Fund monies were used to develop this property. You also reviewed the existing file maps of the Blue River Reclamation Project and agreed the BRR Project boundary with CDOT right-of-way was not consistently illustrated among all BRR file maps.

The BRR filed Project Location Plat agrees with the boundaries illustrated in Attachment A. The BRR hand-drafted Wetlands and Proposed Reclamation work maps show the 6(f) property to extend to the existing bike path location, thus overlapping CDOT right-of-way.

Completed research to verify CDOT right-of-way and adjoining BRR property documents that all parcel deeds consistently describe the CDOT right-of-way and BRR parcels to be located along a line highlighted in Attachment A. Although a 15-foot wide bike path easement was granted by CDOT along each western ROW parcel boundary, the bike path was actually constructed outside of the easement but still within CDOT right-of-way. A copy of deeds and support materials will be furnished if you so request.

Lastly, if the Town of Breckenridge controlling agency for the Blue River Reclamation Property agrees to plans allowing relocation of the Farmers Corner-Blue River Bike path on the BRR property, the bike path would be consistent with designated usage of the said property and not subject to 6(f) mitigation.

I am requesting your concurrence that (1) Section 6(f) of the Land and Water Conservation Fund Act applies to the Blue River Reclamation Open Space; and (2) properties are as illustrated in Attachment A and do not overlap CDOT right-of-way parcels; and (3) that a bike path relocation onto this property is consistent with designated land use and not subject to 6(f) mitigation. Can you please provide this to me in writing at the address above by August 1,2000.

Again, thank you for your time and assistance in this matter.

Sincerely,

Jill Schlaefer
Environmental Specialist
CDOT Region 1 Environment & Planning

Attachment A - Right-of-Way Parcel Maps



Contact Sheet

Date: 06/28/00

Name: Jill Schlaefer

Agency/Company: CDOT

Type of Communication: meeting

Purpose: Review potential 4(f) issues with Parks and Rec, amphitheater

Contact Person: Bob Pfeiffer, Director of Open Space Parks, Breckenridge; Carol Craig, Breckenridge Parks; Lisa Kassles, CDOT

Action Taken: Discussed the definition of a Section 4(f) property. We first addressed noise levels at the Riverwalk Center Amphitheater. Carol stated that noise was already an issue. Bob mentioned there are plans under consideration to enclose the tented theater in about 5 years. Jill inquired about existing ventilation system (Mike Hankard suggested this will tend to muffle noise) and they only have in-floor radiant heat – no blowers. Scheduling is generally daytime rehearsals and after 7:00pm performances, Tuesday thru Sunday from Memorial Day to October. Weekends are particularly busy. No winter Riverwalk theater events. They were interested in results of any noise study or projections CDOT may acquire.

Most westside Riverwalk parcels are currently parking lots. Much of remaining Riverwalk is paved pedestrian pathways and riverfront parks.

For Bob, the 6(f) Open Space, Rec Center and Kingdom Park bike path relocations reflect a difference in planned recreational usage. He feels that moving the path from it's current location to the west side of the 6(f) would detract from the plans for an unpaved "fisherman's trail". Also he did not feel that a connection could be made from Valley Brook Rd thru the Rec Center property that would match the visual and aesthetic experience (use) of the existing bike path.

If existing path remained intact but utilized retaining walls there was concern for shade induced icing in winter.

At the Rec Center and Kingdom Park property there is also little available square footage to even consider a path in this area. A roadside path following Valley Brook to Airport Rd was briefly discussed. No consensus relocation bike route was arrived at.

A concern was expressed over who would be the authority appropriate to sign off on the 4(f) verification and future bike path 4(f) issues. Bob Pfeiffer deferred suggesting that the Town Manager (currently unfilled position) would be appropriate. In lieu of a Town Manager, the entire verification package (research regarding 4(f) worksheets for designated use and significance) be sent to the acting Interim Town Manager, Kate Boniface, POBox 168. He suggested a cover letter defining the process' involved with 6(f) and 4(f) clearances, the 4(f) verification items needed, bikepath 4(f) and ROW relocation issues, and any future needs or responses CDOT needs from Breckenridge.

They suggested that the appropriate knowledgeable persons for defining current 4(f) usage and significance for Breck Open Space Parks and Rec Areas would be Mary Hart, Assist. Director



Contact Sheet

Community Development; Jeff Hunt Assist. Director of Community Dev. for long range or planned open space acquisitions.

Note: Please e-mail to Lorena Jones (jonesLG@c-b.com) and copy Lisa Kassels on your e-mail.

Schlaefer, Jill

From: Schlaefer, Jill
Sent: Thursday, June 22, 2000 2:56 PM
To: 'srinella/r2@fs.fed.us'
Subject: Frisco-Breckenridge Area Plans

Good Afternoon Steve,

I am investigating potential public lands utilizing LWCF monies for enhancements or purchase, Section 6(f) issues along State Highway 9 from I-70 interchange in Frisco through Breckenridge to Boreas Pass Road. This is part of a Colorado Dept. of Transportation Draft Environmental Impact Statement for future road reconstruction along that route.

Is it possible to provide any information about active applications or planned proposals for LWCF grants along that corridor? My aim is to incorporate avoidance of "probable" or "in-progress" Section 6(f) lands into roadway designs and bike/ped trail relocation alternatives before the DEIS is completed. Please let me know if this is available information.

Sincerely,

Jill Schlaefer
CDOT Region 1
Environment&Planning
jill.schlaefer@dot.state.co.us
(303)-757-9655

6/26/00
303-275-5105 Steve

There is one currently active USFS exchange parcel along SH9 near Breckenridge. It does NOT involve LWCF \$. No LWCF funded projects are on immediate docket nor any plans known. a new CARA-? funding program will supply >\$ to LWCF but years away.

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



5 July, 2000

Kate Boniface
Interim Town Manager
Town of Breckenridge
P.O. Box 168
Breckenridge, CO 80424

Dear Ms. Boniface,

I am requesting your assistance in acquiring Public land usage information on Town of Breckenridge Open Space properties. This information will be used for analysis in Colorado Department of Transportation's "State Highway 9 - Breckenridge to Frisco Environmental Impact Statement". Open Space Parks and Rec Director, Bob Pfeiffer and Open Space Trails Planner, Heide Andersen have been involved with this effort so far. Bob recommended that I apply to you for appropriate delegation of this information inquiry and for future signatory authority in approval of any CDOT right-of-way needs and/or mitigation plans involving 23 CFR 771.135 Section 4(f) and 6(f) Public lands.

Explanation

Section 4(f) regulations imposed by the EPA and United States Department of Interior (DOI) require CDOT to evaluate all public lands potentially impacted by this highway project. It mandates that the Department of Interior has final say on what public lands may be used in any Department of Transportation project. It also specifies that all plans and programs include measures to maintain or enhance the natural beauty of any Public lands traversed. Under this regulation CDOT is required to identify and evaluate potential impacts to these properties. CDOT can pursue project designs with alternatives that avoid or minimize effects on these public lands.

Any Publicly owned or jurisdictional lands defined and utilized as parks, wildlife refuges or preserves, Nationally or locally significant historic places, or recreation areas such as camp grounds, public playgrounds, picnic areas, etc. would apply to these Section 4(f) regulations.

Section 6(f) applies where matching monies from the Land and Water Conservation Fund has been used for enhancements or purchase of Public land (16 USC 4601-4). A special condition applies to any 6(f) property takes. All 6(f) land taken by CDOT will need to be replaced on a 1-for-1 acreage basis with a nearby comparable (or better) parcel of land both in use and dollar value. 4(f) property takes need to be mitigated, but not on such stringent terms.

Current Request

Enclosed are worksheets for several properties, which I have identified as being Town of Breckenridge Parks, Open Space or Recreation sites. They are compiled by general name but are further identified with individual Summit County Parcel Numbers. A map generated from the Summit County Assessors Geographic Information System accompanies each property. I have highlighted questions, which I am requesting to have answered by the appropriate Breckenridge authority. Please evaluate the usage for

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DEPARTMENT OF TRANSPORTATION
(continued letter 5 July, 2000)

each property as designated in a Town Plan or Parks Management Plan and your determination of the property's significance to the overall park system. A detailed description of these terms and their meaning in relationship to this request may be found in the attached copy of The Environmental Guidebook "Section 4(f) Policy Paper" (1989) and Federal Register 4(f) regulations. Note that if a property is not specifically designated for a particular usage please highlight that point.

Additionally, I request verification of other information already listed on the accompanying worksheets; and correction of incomplete or incorrect information on worksheets.

The final product of this request should be:

- (1) The corrected and completed worksheets.
- (2) An appended worksheet for any Breckenridge Open Space properties omitted or Public Land acquisitions currently in-progress.
- (3) A summary letter signed by the appropriate Breckenridge Town Authority outlining the nature, usage designation and implied significance of each property.

Future Requests

To complete the Section 4(f) and 6(f) processes for the Environmental Impact Statement, I request this information from your departments by August 3, 2000. For each alternative roadway design, I will determine the amount of needed right-of-way take, if any, per property and evaluate individual and cumulative impacts and potential mitigation. I will then request a meeting with the appropriate Open Space and Breckenridge staff to review and discuss each evaluation to formulate agreement and/or mitigation plans. Once all affected properties have been evaluated, reviewed, alternatives and impacts discussed, a letter of concurrence signed by the appropriate authority over Open Space lands will be required for the DOI. This letter of concurrence is the official verification of land use and significance property status. It is also documentation of our coordination. It may include a decision that the CDOT land takes are not significant impacts, and/or it may contain mitigation plans and/or bike path relocation agreements.

Thank you for your assistance. Please phone me at (303) 757-9655 with any questions on the Section 4(f) 6(f) process or with this request.

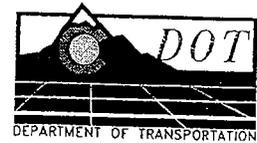
Sincerely,

Jill T. Schlaefer
Environmental Specialist
SH9 Breckenridge to Frisco EIS

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DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



6 July, 2000

Paul Semmer
U.S. Forest Service
Dillon Ranger District
P.O. Box 620
Silverthorne, CO 80498

Dear Mr. Semmer,

I am requesting your assistance in acquiring Public land usage information on U.S. Forest Service and White River National Forest properties. This information will be used for analysis in Colorado Department of Transportation's "State Highway 9 - Breckenridge to Frisco Environmental Impact Statement". I have received very effective assistance from Mike Liu with this effort so far. However it was recommended that I apply to you for appropriate delegation of this information inquiry and for future signatory authority in approval of any CDOT right-of-way needs and/or mitigation plans involving 23 CFR 771.135 Section 4(f) and 6(f) Public lands.

Explanation

Section 4(f) regulations imposed by the EPA and United States Department of Interior (DOI) require CDOT to evaluate all public lands potentially impacted by this highway project. It mandates that the Department of Interior has final say on what public lands may be used in any Department of Transportation project. It also specifies that all plans and programs include measures to maintain or enhance the natural beauty of any Public lands traversed. Under this regulation CDOT is required to identify and evaluate potential impacts to these properties. CDOT can pursue project designs with alternatives that avoid or minimize effects on these public lands.

Any Publicly owned or jurisdictional lands defined and utilized as parks, wildlife refuges or preserves, Nationally or locally significant historic places, or recreation areas such as camp grounds, public playgrounds, picnic areas, etc. would apply to these Section 4(f) regulations.

Section 6(f) applies where matching monies from the Land and Water Conservation Fund has been used for enhancements or purchase of Public land (16 USC 4601-4). A special condition applies to any 6(f) property takes. All 6(f) land taken by CDOT will need to be replaced on as 1-for-1 acreage basis with a nearby comparable (or better) parcel of land both in use and dollar value. 4(f) property takes need to be mitigated, but not on such stringent terms.

Current Request

Enclosed are worksheets for four properties, which I have identified as being U.S.F.S. parks or recreation sites. They are compiled by general name but are further identified with individual Summit County Parcel Numbers. A map generated from the Summit County Assessors Geographic Information System accompanies each property. I have highlighted questions, which I am requesting to have answered by the appropriate Forest Service authority. Please evaluate the usage for

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
(continued letter 6 July, 2000)

each property as designated in a Development Plan or Parks Management Plan and your determination of the property's significance to the overall park system. A detailed description of these terms and their meaning in relationship to this request may be found in the attached copy of The Environmental Guidebook "Section 4(f) Policy Paper" (1989) and Federal Register 4(f) regulations. Note that if a property is not specifically designated for a particular usage please highlight that point.

Additionally, I request verification of other information already listed on the accompanying worksheets; and correction of incomplete or incorrect information on worksheets. Especially noted is that Frisco appears to have jurisdiction over the Nordic Center but the White River National Forest - Crown Point Campground area appears to be located on this same parcel. Could you please clarify land ownership and jurisdictional relationships.

The final product of this request should be:

- (1) The corrected and completed worksheets. Please include a map if appropriate.
- (2) An appended worksheet for any appropriate USFS properties I have omitted or Public Land acquisitions/trades currently in-progress.
- (3) A summary letter signed by the appropriate authority outlining the nature, usage designation and implied significance of each property.

Future Requests

To complete the Section 4(f) and 6(f) processes for the Environmental Impact Statement, I request this information from you or your staff by August 3, 2000. For each alternative roadway design, I will determine the amount of needed right-of-way take, if any, per property and evaluate individual and cumulative impacts and potential mitigation. I will then request a meeting with the appropriate U.S.F.S. staff to review and discuss each evaluation to formulate agreement and/or mitigation plans. Once all affected properties have been evaluated, reviewed, alternatives and impacts discussed, a letter of concurrence signed by the appropriate authority over Open Space lands will be required for the DOI. This letter of concurrence is the official verification of land use and significance property status. It is also documentation of our coordination. It may include a decision that the CDOT land takes are not significant impacts, and/or it may contain mitigation plans and/or bike path relocation agreements.

Thank you for your assistance. Please phone me at (303) 757-9655 with any questions on the Section 4(f) 6(f) process or with this request.

Sincerely,

Jill T. Schlaefer
Environmental Specialist
SH9 Breckenridge to Frisco EIS

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DEPARTMENT OF TRANSPORTATION
(continued letter 6 July, 2000)

Attachments:

Worksheet Frisco Nordic Center
Worksheet Crown Point Camp Grounds
Worksheet Dickey Day Use Area
Worksheet Gold Hill Trailhead Parking Lot
Blank Worksheet
Copy Environmental Guidebook Section 4(f) Policy Paper
Federal Register 23 CFR 771.135 Section 4(f) Regulations
Federal Register 36 CFR 59.0 Section 6(f)

Cc: J.Lostracco; M.Liu; L.Kassels

Location	Summit Co. Parcel #	Owner	Area (ft2)	Purpose for Potential Take	Usage	Comments
Summit County	100062	USFS	210490.813	ROW Take	appears within existing ROW	
Summit County	100063	USFS	6939.016	ROW Take	appears within existing ROW	
Summit County	100064	USFS	145442.359	ROW Take	appears within existing ROW	
Summit County	2095-0110-00-001	USFS	4801301.500	ROW Take/bike reloc	Expired Special Use Permit	
Summit County	2095-0110-00-001	USFS	245726.000	ROW Take		
Summit County	2097-0310-00-001	USFS	47215700.000	ROW Take		
Summit County	221-0110-00-001	USFS	53652.700	ROW Take		
Summit County	221-0010-00-001	USFS	228790.797	none		
Summit County	2211-0110-00-001	USFS	51268.734	ROW Take/Realign Gateway Dr/Bikepath		
Summit County	2211-0110-00-001	USFS	4461892.500	ROW Take/Bike Reloc		
Summit County	2211-0110-00-001	USFS	2817835.000	ROW Take		
Summit County	100065	Private or USFS	4610.484	ROW Take	DSP&PRR Historic/Bikeped	4(f) Historic
Summit County	100066	Private or USFS	414998.656	ROW Take		

Dear Mike,

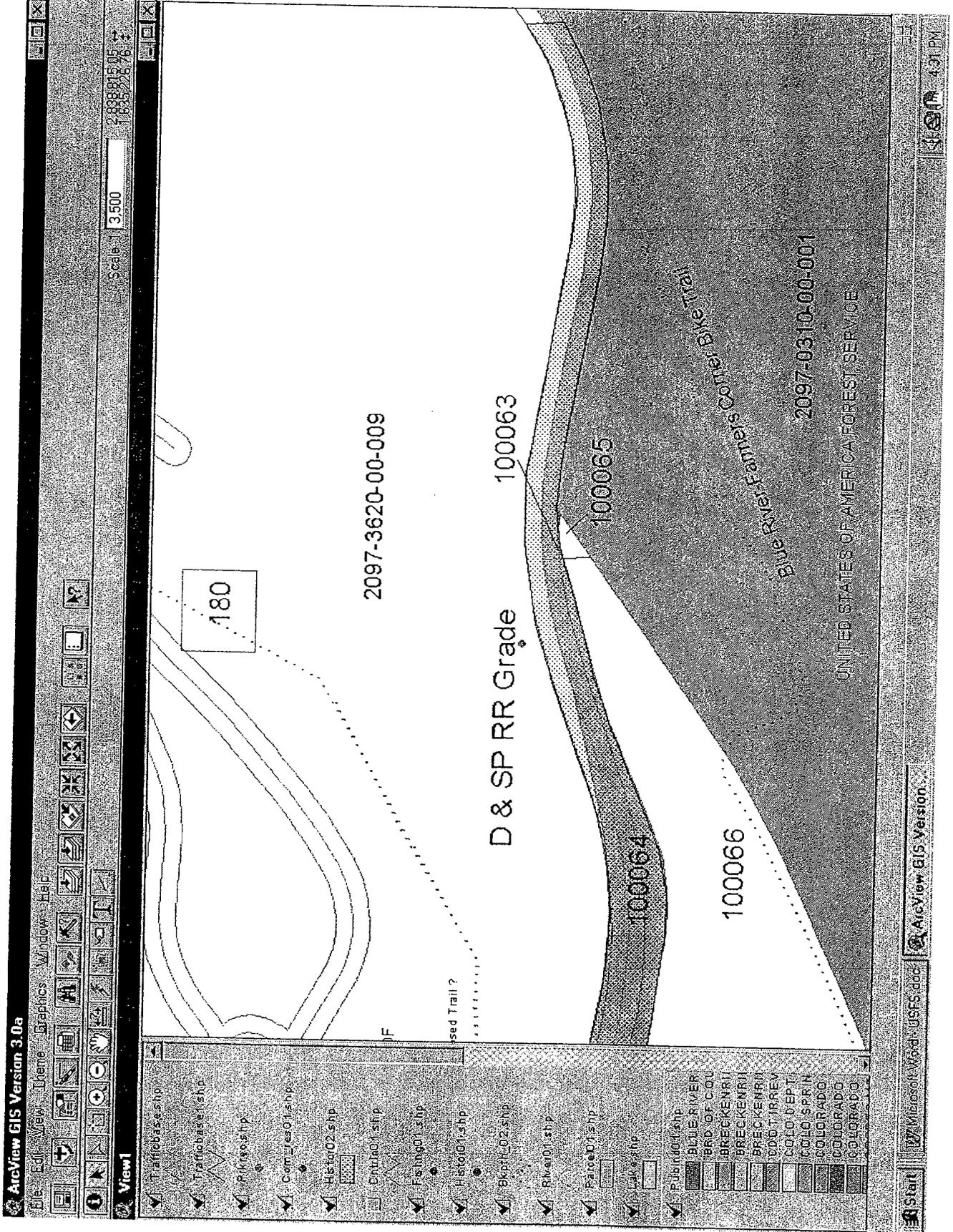
Thanks for handling my call! I appreciate your time and assistance looking into the official status on these parcels.

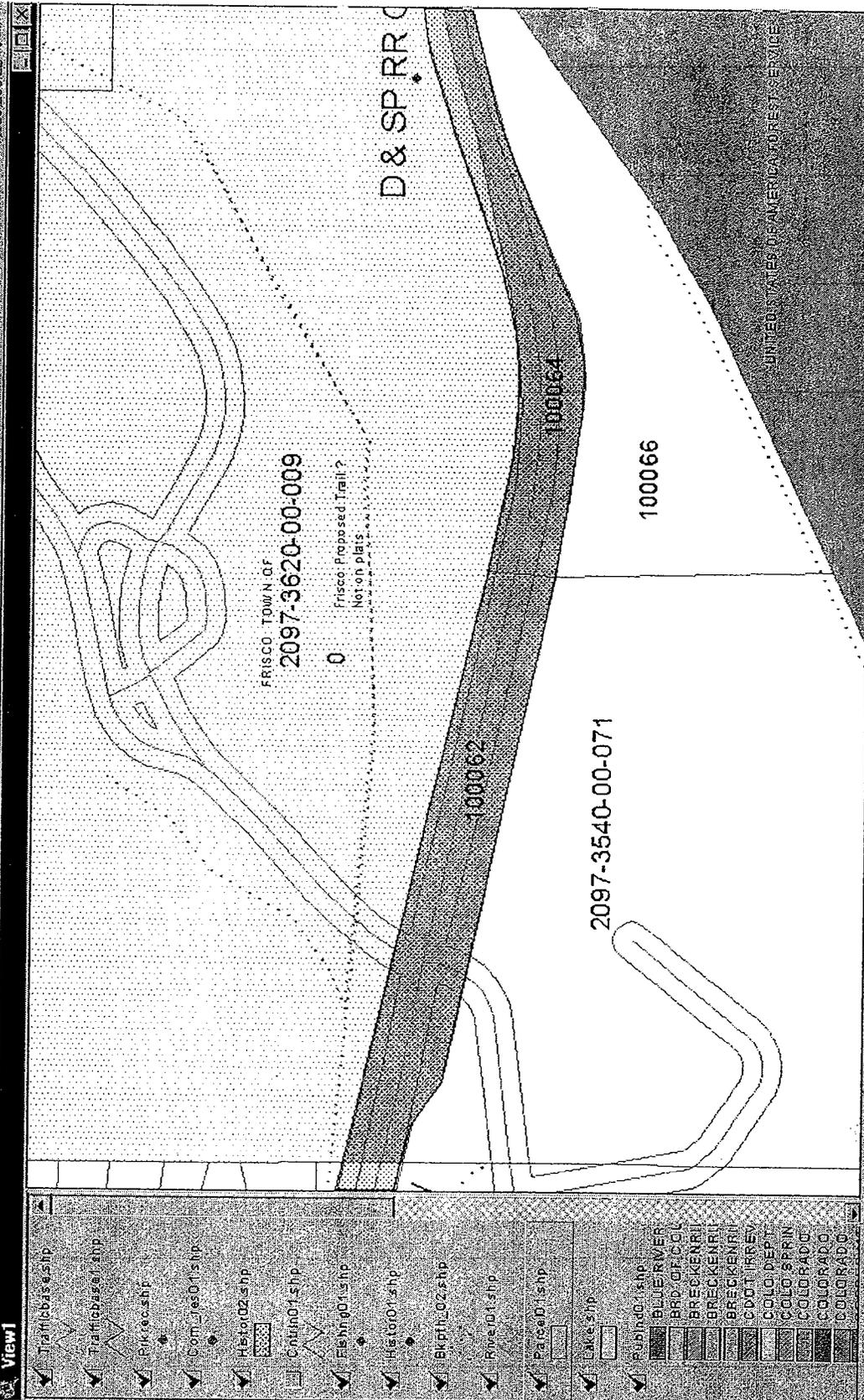
The particulars I am looking for relate to Federal Highway Administration Section 4(f) properties which are any publicly owned parks, recreation areas, historical sites, and wildlife or waterfowl refuges. The property must have a specifically designated usage as a park, or wildlife, or recreation management area. If there are specific corridors recognized as "unusual" or "unique" habitat, terrain, or wildlife migration corridors, etc. please do forward a map of those areas. If no official designation for usage of the parcel is available please note that as well.

I am aware of one Special Use Permit that recently expired at Iron Springs Hill (2095-0110-00-001). Are there others on any of the listed parcels?

It would be very helpful if you could clarify boundaries for parcels 100062, 100063 and 100064. They appear on Summit County assessor's maps as overlapping Colorado Dept. of Transportation right-of-way as illustrated on map1 and map2. The images are taken from the Summit County Parcel GIS and show State Hwy 9 as parallel magenta lines with a gray centerline. CDOT right-of-way is stippled. Parcel boundaries are unfortunately also magenta. (That darn uncooperative computer magic) The tan colored acreage is USFS land. The parcel identification numbers are posted within the parcels.

Please email any results or questions as they arise. Thanks again for your help.

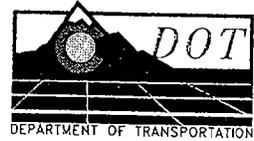




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Region 1 Environment & Planning
18500 East Colfax Avenue
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6 July, 2000

Holly English
Open Space & Trails Specialist
P.O. Box 5660
Frisco, CO 80443

Dear Holly,

I am requesting your assistance in acquiring Public land usage information on Summit County Open Space properties. This information will be used for analysis in Colorado Department of Transportation's "State Highway 9 - Breckenridge to Frisco Environmental Impact Statement". Per our discussion on June 28th you recommended that I send the 4(f) worksheets to you for completion. I will also direct to you all items requiring signatory authority for approval of any CDOT right-of-way needs and/or mitigation plans involving 23 CFR 771.135 Section 4(f) and 6(f) Public lands. If this has changed, please let me know.

4(f) Explanation

Section 4(f) regulations imposed by the EPA and United States Department of Interior (DOI) require CDOT to evaluate all public lands potentially impacted by this highway project. It mandates that the Department of Interior has final say on what public lands may be used in any Department of Transportation project. It also specifies that all plans and programs include measures to maintain or enhance the natural beauty of any Public lands traversed. Under this regulation CDOT is required to identify and evaluate potential impacts to these properties. CDOT can pursue project designs with alternatives that avoid or minimize effects on these public lands.

Any Publicly owned or jurisdictional lands defined and utilized as parks, wildlife refuges or preserves, Nationally or locally significant historic places, or recreation areas such as camp grounds, public playgrounds, picnic areas, etc. would apply to these Section 4(f) regulations.

Section 6(f) applies where matching monies from the Land and Water Conservation Fund has been used for enhancements or purchase of Public land (16 USC 4601-4). A special condition applies to any 6(f) property takes. All 6(f) land taken by CDOT will need to be replaced on as 1-for-1 acreage basis with a nearby comparable (or better) parcel of land both in use and dollar value. 4(f) property takes need to be mitigated, but not on such stringent terms.

Current Request

Enclosed are worksheets for the Tatum Tact, Four-Mile Bridge and Gold Hill Trailhead properties, which I have identified as being Summit County public parks, open space or recreation sites. They are compiled by general name but are further identified with individual Summit County Parcel Numbers. A map generated from the Summit County Assessors Geographic Information System accompanies each property. I have highlighted questions that I am requesting to have answered. Please evaluate the

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
(continued letter 5 July, 2000)

usage for each property as designated in a Summit County or Parks Management Plan and your determination of the property's significance to the overall park system. A detailed description of these terms and their meaning in relationship to this request may be found in the attached copy of The Environmental Guidebook "Section 4(f) Policy Paper" (1989) and Federal Register 4(f) regulations. Note that if a property is not specifically designated for a particular usage please highlight that point.

Additionally, I request verification of other information already listed on the accompanying worksheets; and correction of incomplete or incorrect information on worksheets. I have forwarded the Gold Hill worksheet to Paul Semmer at the Forest Service; I was unclear as to the jurisdictional authority for that parcel.

The final product of this request should be:

- (1) The corrected and completed worksheets.
- (2) An appended worksheet for any appropriate Summit County properties I have omitted or Public Land acquisitions currently in-progress.
- (3) A summary letter signed by the appropriate Summit County authority outlining the nature, usage designation and implied significance of each property.

Future Requests

To complete the Section 4(f) and 6(f) processes for the Environmental Impact Statement, I request this information from you by August 3, 2000. For each alternative roadway design, I will determine the amount of needed right-of-way take, if any, per property and evaluate individual and cumulative impacts and potential mitigation. I will then request a meeting with the appropriate Open Space and Summit County staff to review and discuss each evaluation to formulate agreement and/or mitigation plans. Once all affected properties have been evaluated, reviewed, alternatives and impacts discussed, a letter of concurrence signed by the appropriate authority over these lands will be required for the DOI. This letter of concurrence is the official verification of land use and significance property status. It is also documentation of our coordination. It may include a decision that the CDOT land takes are not significant impacts, and/or it may contain mitigation plans and/or bike path relocation agreements.

Thank you for your assistance. Please phone me at (303) 757-9655 with any questions on the Section 4(f) 6(f) process or with this request.

Sincerely,

Jill T. Schlaefer
Environmental Specialist
SH9 Breckenridge to Frisco EIS

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
(continued letter 6 July, 2000)

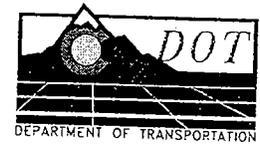
Attachments: Worksheet Four Mile Bridge Open Space
Worksheet Tatum Tact Park
Worksheet Gold Hill Trailhead Parking Lot
Blank Worksheet
Copy Environmental Guidebook Section 4(f) Policy Paper
Federal Register 23 CFR 771.135 Section 4(f) Regulations
Federal Register 36 CFR 59.0 Section 6(f)

Cc: J.Lostracco; L.Kassels

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



6 July, 2000

Jocelyn Mills
Open Space and Trails
Town of Frisco
1 Main Street
Frisco, CO 80443

Dear Ms. Mills,

I am requesting your assistance in acquiring Public land usage information on Town of Frisco open space, parks and recreational properties. This information will be used for analysis in Colorado Department of Transportation's "State Highway 9 - Frisco to Breckenridge Environmental Impact Statement". I apply to you for appropriate delegation of this information inquiry and for future signatory authority in approval of any CDOT right-of-way needs and/or mitigation plans involving 23 CFR 771.135 Section 4(f) and 6(f) Public lands. Please let me know if this is not the case.

Explanation

Section 4(f) regulations imposed by the EPA and United States Department of Interior (DOI) require CDOT to evaluate all public lands potentially impacted by this highway project. It mandates that the Department of Interior has final say on what public lands may be used in any Department of Transportation project. It also specifies that all plans and programs include measures to maintain or enhance the natural beauty of any public lands traversed. Under this regulation CDOT is required to identify and evaluate potential impacts to these properties. CDOT can pursue project designs with alternatives that avoid or minimize effects on these public lands.

Any Publicly owned or jurisdictional lands defined and utilized as parks, wildlife refuges or preserves, Nationally or locally significant historic places, or recreation areas such as camp grounds, public playgrounds, picnic areas, etc. would apply to these Section 4(f) regulations.

Section 6(f) applies where matching monies from the Land and Water Conservation Fund has been used for enhancements or purchase of Public land (16 USC 4601-4). A special condition applies to any 6(f) property takes. All 6(f) land taken by CDOT will need to be replaced on a 1-for-1 acreage basis with a nearby comparable (or better) parcel of land both in use and dollar value. 4(f) property takes need to be mitigated, but not on such stringent terms.

Current Request

Enclosed are worksheets for four properties that I have identified as being Town of Frisco Parks, Open Space or Recreation sites. They are compiled by general name but are further identified with individual Summit County Parcel Numbers. A map generated from the Summit County Assessors Geographic Information System accompanies each property. I have highlighted questions, which I am requesting to have answered by the appropriate Frisco authority. Please evaluate the usage for

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
(continued letter 6 July, 2000)

each property as designated in a Town Plan or Parks Management Plan and your determination of the property's significance to the overall park system. A detailed description of these terms and their meaning in relationship to this request may be found in the attached copy of The Environmental Guidebook "Section 4(f) Policy Paper" (1989) and Federal Register 4(f) regulations. If a property is not specifically designated for a particular usage please highlight that point.

Additionally, I request verification of other information already listed on the accompanying worksheets; and correction of incomplete or incorrect information on worksheets.

The final product of this request should be:

- (1) The corrected and completed worksheets.
- (2) An appended worksheet for any Frisco Open Space properties omitted or Public Land acquisitions currently in-progress.
- (3) A summary letter signed by the appropriate Frisco Town Authority outlining the nature, usage designation and implied significance of each property.

Future Requests

To complete the Section 4(f) and 6(f) processes for the Environmental Impact Statement, I request this information from your departments by August 3, 2000. For each alternative roadway design, I will determine the amount of needed right-of-way take, if any, per property and evaluate individual and cumulative impacts and potential mitigation. I will then request a meeting with the appropriate Open Space and Frisco staff to review and discuss each evaluation to formulate agreement and/or mitigation plans. Once all affected properties have been evaluated, reviewed, alternatives and impacts discussed, a letter of concurrence signed by the appropriate authority over Open Space lands will be required for the DOI. This letter of concurrence is the official verification of land use and significance property status. It is also documentation of our coordination. It may include a decision that the CDOT land takes are not significant impacts, and/or it may contain mitigation plans and/or bike path relocation agreements.

Thank you for your assistance. Please phone me at (303) 757-9655 with any questions on the Section 4(f) 6(f) process or with this request.

Sincerely,

Jill T. Schlaefter
Environmental Specialist
SH9 Frisco to Frisco EIS

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
(continued letter 6 July, 2000)

Attachments:

Worksheet Frisco Nordic Center
Worksheet Walter Byron Memorial Park
Worksheet Meadow Creek Park
Worksheet Triangle Park
Blank Worksheet
Copy Environmental Guidebook Section 4(f) Policy Paper
Federal Register 23 CFR 771.135 Section 4(f) Regulations
Federal Register 36 CFR 59.0 Section 6(f)

Cc: J.Lostracco; L.Kassels



Date: 07/10/00

Name: Jill Schlaefer

Agency/Company: CDOT

Type of Communication: meeting

Purpose: Bike Path Relocation at Iron Springs Hill

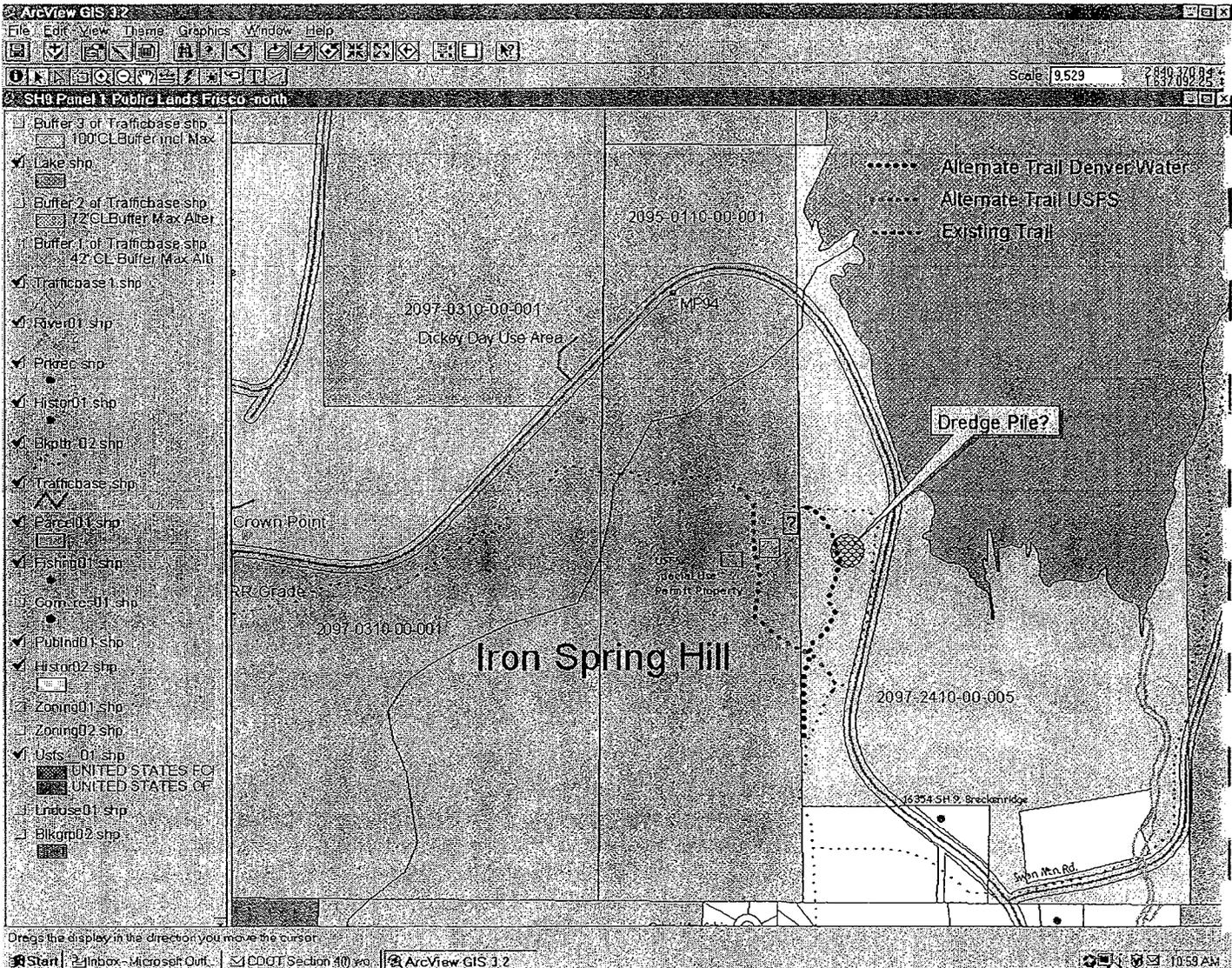
Contact Person: Neil Sperandeo, Denver Water Recreation Manager

Action Taken: Met at 1:30pm to discuss Denver Water's position on a bike path relocation across DWB property at Iron Springs Hill off SH9 between Frisco and Breckenridge. We determined that the potential requests for roadway ROW were not the issue of this meeting and were independent of that process for our purposes today. Neil said that the DWB property may lay within the Dillon Regional Recreation Management Area (DRReC) developed for management of lands and watershed around Lake Dillon. He said Holly English will have details of management area.

Neil was very positive about approval for a license agreement/easement being attained for the proposed trail relocation running roughly north-south from existing trail at north, up the hill (photo), across sage meadow(photo), down existing old road cut(photo), bridge across creek drainage(photo) and over outcrop saddle(photo) to gradually downslope connection with existing trail (photos) near Summit Co. High School's newly completed bike/ped path. An enlarged USGS topographic map and Summit Co. GIS print-out of this specific locale with alternative trail relocations was provided to Neil as well as several photos of strategic views noted above.

He was meeting with the Directors of the Dillon District later this week and hoped to respond early next week to my request for approval to plan a bike/ped path relocation across Denver Municipal Water Board parcel 2097-2410-00-005.

Note: Please e-mail to Lorena Jones (jonesLG@c-b.com) and copy Lisa Kassels on your e-mail.



OPEN SPACE & TRAILS DEPARTMENT

970-668-4060
fax 970-668-4225

Post Office Box 5660
0037 SCR 1005
Frisco, Colorado 80443



August 1, 2000

Ms. Jill T. Schlaefer
Environmental Specialist
CDOT Region 1 Environment and Planning
18500 East Colfax Avenue
Aurora, CO 80011-8017

Dear Jill,

Through your letter dated July 6, 2000 to Holly English in my office, you requested assistance in acquiring information on Summit County Open Space properties for the Highway 9 EIS. Attached are completed 4(f) worksheets for two open space properties along Highway 9 that Summit County owns outright and a third property the County owns jointly through undivided 50% interests with the Town of Breckenridge. At the time of their acquisition, each property was designated as open space parks by the Summit County Board of County Commissioners.

There is a fourth open space property in the unincorporated County along Highway 9 that was purchased by the Town of Breckenridge for open space protection purposes. This small triangle-shaped property is located adjacent to the west side of Highway 9 just southeast of the County's Fourmile Bridge Open Space.

The Tatum Tracts, Fourmile Bridge, and "New Summit County Open Space" properties were acquired by Summit County for open space parks purposes to meet several objectives, including providing an undeveloped open space buffer along Highway 9 between Breckenridge and Farmer's Korner, protecting and enhancing the recreational experience for users of the recreational bikeway, maintaining the view corridor along Highway 9, providing fishing access to the Blue River, and maintaining a portion of the dredge piles for historic interpretation. All three properties play an important role in meeting these objectives.

Summit County's Open Space Protection Plan, approved by the Board of County Commissioners on December 9, 1996, articulates an integrated strategy for preserving important open space resources in Summit County. The plan outlines several areas of emphasis in the Upper Blue Basin, including: preservation of an open space buffer between the Town of Breckenridge and Dillon Reservoir; protection of the scenic backdrop visible along Highway 9 between the Town of Breckenridge and Dillon Reservoir; and acquisition of additional public access to the Blue River. The Tatum Tracts, Fourmile

August 1, 2000

Bridge, and "New Summit County Open Space" properties are significant in preserving important open space resources in Summit County.

Please contact me at (970) 668-4061 if I can provide any additional information.

Sincerely,



Todd Robertson
Open Space and Trails Director

Attachments

cc (w/out worksheets): Steve Hill, Community Development Director
Ric Pocius, County Engineer



TOWN of FRISCO

P.O. Box 4100 • Frisco, Colorado 80443

August 4, 2000

Jill T. Schlaefer
Environmental Specialist
CO Department of Transportation
18500 East Colfax Avenue
Aurora, CO 80011-8017

RE: Usage on Town of Frisco Parks and Recreation properties for State
Highway 9 – Frisco to Breckenridge Environmental Impact Statement

Dear Ms. Schlaefer:

Per your letter, the Town of Frisco has identified all Town parks and recreation areas along Summit Boulevard, Highway 9, in Frisco.

There are ten public park and recreation areas within the Town of Frisco. All of these parcels are zoned under the Park and Recreation (PR) zone. The purpose of the PR zone is to allow for and encourage land uses requiring substantial areas of open land covered with vegetation and substantially free from structures, roads and parking lots for recreational pursuits or undeveloped open lands.

Five of the Town's recreation areas are located along Highway 9. Of these five, three areas are considered the most important Town recreation areas.

- *Frisco Peninsula Recreation Area*: This is considered the Town's most important park and recreation area, located at the south end of Town limits. Facilities on the site include: a disc golf course, nordic skiing trails, Nordic Center building (also used for year-round special events), biking and hiking trails, a multi-purpose field and ballfield, and winter sleigh-ride operations.

- *Walter Byron Memorial Park:* This is considered the most important in-town, neighborhood park. Facilities on the site include: public restroom facilities, a gazebo/picnic area, a playground, and a portion of the Town' paved bike path system. Walter Byron Park also serves as the main park where the Town's special events are held, including Clean-Up Day and June Pride Week's Picnic in the Park.
- *Triangle Park:* This is considered the Town's most important entryway park. It also is the most visible park to motorists entering Frisco, and provides a gateway to the downtown Main Street area. Facilities on the site include: picnic benches and a portion of the Town's paved bike path system.
- *Meadow Creek Dedicated lands:* The two parcels were dedicated to the Town as undeveloped areas and are part of the Town's parks and recreation lands. Fishing is allowed on one parcel.

Two areas of the Town's recreation areas along Highway 9 are Town held easements for bike paths on private property. These properties are part of subdivisions owned by Homeowner Associations and are open space areas.

The Town's paved bike path system allows users the opportunity to travel throughout Frisco on designated routes. This bike path system is considered a very important recreational amenity by both Town's residents and visitors. A portion of the Town's paved bike path system traverses through the following properties.

- *Waterdance Bike Path & Wildlife Overlook:* This portion of the Town's paved bike path system connects users to Waterdance and the Frisco Peninsula Recreation area to the east, and to the Marina and Summit Boulevard along the west and north.
- *Mountain Pines Bike Path:* This portion of the Town's paved bike path system connects users to the downtown Main Street area, and neighborhoods to the south and west, and to the businesses along Summit Boulevard to the north.

Another Town owned land along Highway 9, at east end of Main Street, between Summit Boulevard and the Frisco Marina, is not currently zoned in the Parks and Recreation zone. However, the Town is in the process of developing a Marina Master Plan. It is anticipated that this property will become part of the Marina after the adoption of the Master Plan. At that time, the property will be rezoned Parks and Recreation and become part of the Frisco Marina area.

On the attached worksheets, we have identified all pertinent information requested for each land area. Please let me know if you have any questions regarding the Town's parks and recreation lands along State Highway 9.

Sincerely,



Clayton G. Brown
Town Manager

Enclosures

Cc: Tim Mack
Amy Ito

Contact Sheet

Date: 08/08/00

Name: Jill Schlaefer

Agency/Company: CDOT

Type of Communication: phone call

Purpose: Return call for Water Board Property Bike Relocation SH9

Contact Person: Neil Sparendeo, Denver Water Board Recreation & Trails

Action Taken: After several telephone tags on both ends we discussed the Denver Water Property Management decision to hold off on any commitment to a bike path relocation on property 2097-2410-00-005. Evidently Summit County has made overtures to purchase this property in the recent past and Denver Water wants to maintain the ability to maximize both their sales dollar and property development flexibility.

We briefly discussed whether a temporary DW license agreement was feasible along the existing dirt roadway. This would allow negotiations for an alternate trail route along USFS property with a connection to the existing bike trail along the Denver Water dirt road.

Although Neil acknowledges the benefits of the DWB property path route he suggests a meeting among his Summit County real estate contact, myself and Denver Water property management to reach consensus on this issue.

I requested a letter from Denver Water outlining their current stance on relocation of the bikepath within this property. Additionally I requested his written opinion on feasibility of a license agreement along the dirt roadway to allow accurate 4(f) bike path relocation alternatives to be delineated in the draft EIS.

We left the conversation with Neil agreeing to the requested letter and him setting up a near-future meeting as mentioned above.

Note: *Please e-mail to Lorena Jones (jonesLG@c-b.com) and copy Lisa Kassels on your e-mail.*



Contact Sheet

Date: 08/16/00

Name: Jill Schlaefer

Agency/Company: CDOT

Type of Communication: meeting

Purpose: 4(f) property evaluation status

Contact Person: Howard Scott, USFS Dillon Ranger Superintendent

Action Taken: The meeting was arranged by Paul Semmer to clarify 4(f) property status in the SH9 DEIS evaluation. The meeting was planned for 1:30pm at Dillon USFS Station with Howard Scott, Angela Glenn, Jamie Conner in attendance.

The meeting took place at 2:15pm at Dillon Ranger Station with only Howard in attendance. We looked at the bike path rerouting at Iron Spring Hill near the High School and he tentatively approved of such a plan. A sample concurrence letter was forwarded to Howard. He planned to respond within the next week.

We discussed the realignment of Gateway Drive at the Gold Hill Trailhead. He wanted an indication from CDOT that the existing 20-vehicle parking lot will be replaced when the Gateway Drive intersection is improved. Tentatively the plan is to relocate parking on ROW next to realigned roadway (on original road).

I asked for clarification on the 10065 and 10064 parcels located at Nordic Center area. He didn't have any info. The entrance to the USFS Peninsula Rec Area/White River National Forest will be involved in ROW takes if widened in any alternative. Howard spoke strongly on the Forest Service desire to have improvements to left turn accommodation lane on SH9 and improved turning clearance from entrance.

Note: Please e-mail to Lorena Jones (jonesLG@c-b.com) and copy Lisa Kassels on your e-mail.



United States
Department of
Agriculture

Forest
Service

White River
National
Forest

Dillon Ranger District
680 Blue River Parkway
PO Box 620
Silverthorne CO 80498
(970) 468-5400
TTY (970) 945-3255
FAX (970) 468-7735

Reply to: 1950

Date: August 17, 2000

Jill T. Schlaefler
Environmental Specialist
Colorado Department of Transportation
18500 East Colfax Avenue
Aurora, CO 80011-8017

Ms. Schlaefer:

Enclosed is the information you requested in your July 6, 2000 letter regarding National Forest lands that may be potentially impacted in the State Highway 9 Frisco to Breckenridge Project in Summit County. As you requested I am enclosing the "4(f) DEIS Evaluation Form" for the following properties on the National Forest; Crown Point Camp Ground; Gold Hill Trailhead Parking Lot; and Dickey Day Use Area. In addition I have partially filled out a form for the Iron Springs Road.

The Frisco Nordic Center Park and Recreation Area, as noted in the material you sent, is land owned by the Town of Frisco. The land was conveyed from federal ownership in the Homestake Land Exchange, November 28, 1990. A copy of the dependent survey involving this parcel is attached. The Forest Service does not have jurisdiction over the activities or land of the Frisco Nordic Center Park and Recreation Area. However, the Nordic Center winter trails do use National Forest lands, for which there is a special use authorization to the Town of Frisco. The Nordic Center trails on the forest lands are north and east of the Town's land and not affected by the highway project.

The Crown Point Camp Ground property should be changed to the "Peninsula Recreation Area Entrance". The property is owned by the Town of Frisco and the Forest Service has an agreement for use of the road as the primary entrance to the Peninsula Recreation Area. The Crown Point Camp is only one facility within the Peninsula Recreation Area. Although the entrance road is not owned by the federal government it is a condition of the Homestake Land Exchange that the Town provide access to the federal lands.

The Peninsula Recreation Area includes the Pine Cove Campground (56 sites), Peak One Campground (79 sites) and Peak One Day Use Area (40 space parking area and boat launch) is the most heavily used summer recreation area with direct access to Dillon Reservoir on the Dillon District. Under the current White River National Forest Land and Resources Management Plan, and anticipated revised management plan alternatives, the management prescription for the area focuses on developed recreation. Both the Peninsula Recreation Area Entrance Road and Dickey Day Use Area are significant entry points to the Dillon Reservoir area and as such are important to maintain or enhance as part of the Highway 9 improvement project.



The Gold Hill Trailhead Parking Lot is an extremely popular recreation resource related to the National Forest lands, the Summit County Bike Path and adjacent public open space lands with access to the Blue River. The trailhead is both a regionally and nationally significant resource in that it is a portal for the Gold Hill Trail segment of the Colorado Trail/Continental Divide National Scenic Trail. The Forest Service management of the parcel emphasizes rural recreation. Future plans may include joint use with the Fourmile Bridge Open Space parcel to the south, formerly known as Parcel G. As yet a site plan for future development has not been developed. There are special use authorizations on the parcel to Public Service Company (gas and overhead utility lines), Summit County Government (County Road 950 and the bike path) and D & R Kennels (sewer line). Copies of the special use permits are attached.

Although the Iron Springs Road, County Road 986, is not on National Forest lands, the road provides important access to public lands. We are currently negotiating with the Denver Water Department to obtain an easement for public access of the road. I have partially fill out a "4(f) DEIS Evaluation Form" for the Iron Springs Road, based on Forest Service Information. You will need to verify the public ownership status of the parcel as it may or may not qualify under Section 4f.

I apologize for the delays in answering your request and hope this information will be helpful as you prepare the analysis of impacts on public lands. If you need additional information please contact me at 970-262-3448.

Sincerely,



Paul Semmer
Community Planner

Attachments:

- Worksheet Frisco Nordic Center
- Worksheet Peninsula Recreation Area Entrance
- Worksheet Dickey Day Use Area
- Worksheet Gold Hill Trailhead Parking Lot
- Worksheet Iron Springs Road - Forest Access

DENVER WATER

1600 West 12th Avenue • Denver, Colorado 80254
Phone (303) 628-6000 • Fax No. (303) 628-6199



August 25, 2000

Jill Schlaefer
Environmental Specialist
Colorado Department of Transportation Region 1
Environmental and Planning Unit
18500 East Colfax Avenue
Aurora, Colorado 80011-8017

Dear Ms. Schlaefer:

This letter concerns the rerouting of bicycle trail on Denver Water property as a part of the Highway #9 widening project in Summit County. The parcel of concern is labeled 2097-2401-00-005 on your map.

I have reviewed your preferred alignment and agree that from a trails standpoint this alignment would provide good trail connections and a positive trail experience. However, the property where the new trail alignment is shown has the potential to be declared as surplus property. As such, the alignment of the new trail through the center of the property would devalue the property for resale.

At this time we can not endorse the preferred alignment. We will work with you to determine a workable trail alignment adjacent to the new Highway #9. If that alignment crosses our property, we will issue a Trail License Agreement for the trail.

Sincerely,

Neil Sperandeo
Recreation Manager

62

From: "Vinson, Edrie <FHWA>" <Edrie.Vinson@fhwa.dot.gov>
To: IPM Return requested Receipt notification requested <Jill.Schlaefer@dot.state.co.us>
Date: 9/2/00 2:56PM
Subject: Re: Reply to 4(f) Concerns SH9 Frisco to Breckenridge

Thanks, Jill. Since the property is only 40, and there is no local historical importance, I don't think we would offer 4(f) protection. Should the locals be very verbal, and the "call" be rather close, we might. But I think not this time. I appreciate your getting back to me on that!

>>> Jill.Schlaefer@dot.state.co.us 08/30/00 03:41PM >>>
Good Afternoon Edrie,

We met 2 weeks ago to review potential 4(F) properties along the State Hwy 9 corridor from Frisco to Breckenridge.
At that time you were interested in the historic details surrounding the Antler House property where the worse-case reconstruction and widening scenario would impact the house and frontage portion of the property.

[Information from Historic Resource Survey Report, 1999]
Antler House
Resource No. 5ST758
Location: 16354 Highway 9
Owner: Wild Iris Lands, POBox 585, Breckenridge, CO 80424
Use: Domestic/ Single Family Dwelling
Built: 1959
Special Features: Antlers mounted on the front wall of building.
Landscaping: None on property. The building sits very close to highway. Backdrop of snow-capped and forested mountains.
Area(s) of Significance: None

A 12/8/99 letter from SHPO concurs that this property is not eligible for the National Register because it is neither 50+ years old nor does it have any historic significance or context. This property is of local notoriety for the antler display.

You had suggested that this parcel could be included, at your discretion, as a 4(f) property in the SH9 EIS 4(f) Evaluation. Please advise on your interpretation of 4(f) status for this property.

Thank you!!

Jill Schlaefer
CDOT Region 1
Environment&Planning
303-757-9655

CC: IPM Return requested Receipt notification requested <coxcm@c-b.com>, IPM Return requested Receipt notification requested <Lisa.Kassels@dot.state.co.us>, IPM Return requested Receipt notification requested <lostraccoj@c-b.com>, "Sands, Scott <FHWA>" (IPM Return requested) (Receipt notification requested) <Scott.Sands@fhwa.dot.gov>

Jill T. Schlaefter, Environmental Specialist
Region 1 Environment & Planning
Colorado Department of Transportation
18500 East Colfax Avenue
Aurora, CO 80011-8017

September 6, 2000

Re: SH9 Breckenridge to Frisco EIS

Dear Ms Schlaefter:

As discussed this correspondence is follow up to the information you requested for the Section 4(f) and 6(f) properties within the Town of Breckenridge. The updated worksheets had been e-mailed to you the week of August 7, 2000. I added the tract of 'Alta McCain,' that the Town has begun eminent domain proceedings updated, August 18, 2000. Other worksheets have also been provided for Braddock Flats of the Highlands and Block 11 Airport Subdivision. I'll fax you a copy of the Development Permit that addresses the North Fire Station Building. The building is to become Town property in the context of the Development Permit Condition #5.

Clarification of the bike paths follows. The bikepath included with the 'Riverwalk Center' is within downtown and runs between Ski Hill Road and Park Avenue. The 'Blue River Bikeway' was developed in 1981, parallels the Blue River, and goes from Watson Street north to Frisco. The adopted "Trail Plan" recommends the bikeway be continued south to connect with the Riverwalk. The completed evaluation forms transmitted to you include:

- Riverwalk Center
- Recreation Center/Kingdom Park
- Breckenridge Golf Course
- Breckenridge Ice Rink
- Parkway Center Corkscrew
- Blue River Reclamation Area
- Curtis Open Space
- McCain Tract
- Block 11 Airport Subdivision
- Delaware Flats Frontage Parcels

The Town reserves the option to update the forms. In review of any proposed changes to the facilities – the goals are established in the: a) *Joint Upper Blue Master Plan*, b) *The Breckenridge Trails Plan*, c) *The Breckenridge Open Space Plan* and, d) *The Town Master Plan*. The Town also coordinates open space efforts with the County Open Space Office.

Our interest is to work with you every step of the way in the review and determination by CDOT of these Section 4(f) and 6(f) properties for the Environmental Impact Statement. I suggest you contact Peter Grosshuesch, Community Development Director at (970) 453-3162 in reference to coordinating Town concurrence with CDOT activities. Contact Heide Andersen, or myself, if you need additional data.

Sincerely,

Cliff Kanz, Community Development Department

From: <Lisa.Kassels@dot.state.co.us>
To: <Edrie.Vinson@fhwa.dot.gov>, <Scott.Sands@fhwa.dot.gov>, <Debra.Angulski@dot.state.co.us>, <Cecelia.Joy@dot.state.co.us>, <Brian.L.Pinkerton@dot.state.co.us>, <David.Wieder@dot.state.co.us>, <Ina.Zisman@dot.state.co.us>
Date: 9/7/00 12:48PM
Subject: State Highway 9 Categorical Exclusion Projects

Dear Edrie and Scott,

This is in reference to the early action items of categorical exclusions for the two intersection reconstructions on Park and Main on State Highway 9 in Breckenridge. Please forgive me as I thought I had already responded to your following email. I also did receive a voice mail message from Scott Sands today on this topic mentioning that FHWA will not advocate the categorical exclusion projects. CDOT was planning to proceed on doing independent categorical exclusions on each intersection. The southern intersection would be designed and constructed first in the summer of 2001. The northern intersection design and eventual construction will take longer because of the bridge reconstruction and because we are currently researching alignment options for the intersection.

Deb Angulski, David Wieder, Jeanette Lostracco (Carter Burgess) and I met with Edrie on August 9 to discuss the categorical exclusion projects. At that meeting we reviewed some of FHWA's concerns with 4(f) properties and with keeping any construction at the northern intersection out of the Blue River. There were no environmental concerns discussed concerning the southern intersection. At the meeting, we thought FHWA offered concurrence with the two categorical exclusion projects.

These projects do meet the requirements for a categorical exclusion because they have independent utility, they will not predetermine the outcome of the EIS, (see below) and they do not have significant environmental impacts.

CDOT has received a signed resolution from the Town of Breckenridge approving of the swap of Main Street and Park Avenue. We have presented this information to the Breck Town Council and in a public open house in the summer of 1999. In specific reference to Edrie's first comment: every alternative in the State Highway 9 EIS, including the no build, will incorporate the swap alignment. We presented the swap concept to the CDOT Transportation Commission back in January and plan to go to the Commission again in October for permission to enter an Intergovernmental Agreement negotiation with the Town of Breckenridge. Then we plan to go back to the Transportation Commission in November or December to get their approval on the IGA.

In reference to Edrie's second comment, the truck route through the Town of Breckenridge is already on Park Avenue, so there would not be any new truck noise on Park. The current traffic split on the northern intersection of Park and Main is very close to 50:50. It should be noted that the 4(f) property most likely receives traffic noise from both Park and Main Street. I agree with Edrie's concern with the potential impact of noise on the 4(f) properties. This is why CDOT will have Hankard Engineering look at noise at both intersections for the categorical exclusion projects. Mike Hankard is the same engineer working on noise for the SH 9 EIS. He will be working closely with Jill Schlaefer in addressing noise and 4(f) properties.

I believe that the swap offers many benefits to the community and to CDOT.

The Town of Breckenridge will gain jurisdiction over the street through their downtown area and will be able to make pedestrian improvements such as sidewalks, landscaping, and midblock crossings. The volume of traffic on Main should decrease. Visitors to the Town will be directed to the skier and downtown parking lots with the swap. (The visitor of course would still have the option of going to downtown Breckenridge by making a conscious left turn at the northern intersection of Park and Main.) For CDOT the benefits of the swap and the intersection reconstruction are for better truck turning radius, better control for access, and a potentially larger right of way for widening or capacity improvements.

I will be happy to talk with you further about these projects and am available this afternoon, Monday morning or all day on Wednesday. Thank you.-Lisa Kassels

From: Edrie Vinson [Edrie.Vinson@igate.fhwa.dot.gov]
Sent: Saturday, August 19, 2000 3:16 PM
To: LostraccoJ@c-b.com; Lisa.Kassels@dot.state.co.us
Cc: Brian.L.Pinkerton@dot.state.co.us; Cecelia.Joy@dot.state.co.us;
Debra.Angulski@dot.state.co.us; Rebecca.Vickers@dot.state.co.us;
RSPERAL.FH08COPO.FH08CODO@igate.fhwa.dot.gov;
ssands.FH08COPO.FH08CODO@igate.fhwa.dot.gov
Subject: SH 9

The more I think about the two intersection "early action" proposals for Breckenridge, the less comfortable I am with calling them categorical exclusions. My biggest concern now is the change in travel patterns. Since the intersection will guide traffic straight to Park, rather than continuing up Main, it is a definite change in traffic. Is that use of Park as the main route not one of the alternatives in the DEIS? If we do that as an early action, it precludes one of the alternatives...that is, keeping Main the through route on SH 9. Secondly the change to Park introduces more traffic noise, as well as more traffic to Park. Those do not qualify it for a CE. How the traffic noise plays out on the 4(f) properties and residences I do not yet know, but am beginning to think it less important or germane to the CE decision, as is the traffic changes.

CC: <lostraccoj@c-b.com>

05?

From: <Jill.Schlaefer@dot.state.co.us>
To: <lostraccoj@c-b.com>
Date: 9/8/00 9:46AM
Subject: SH9 Frisco-Breck EIS -USFS suggested response letter

Hello again,

FYI - I met with Howard Scott of the Forest Service, Dillon Ranger District on Sept.6 to discuss USFS properties involved with potential bike path rerouting. Paul Semmer, the District Ranger set-up the meeting to address Gold Hill parking/Gateway Drive road realignment and Iron Spring Hill bike relocation on FS land. I will forward appropriate minutes via contact sheets later.

I requested that Mr.Scott furnish a concurrence letter stating that the Forest Service would allow an easement/license agreement on USFS property to accommodate the proposed rerouting of the Farmers Korner Bike Trail. He requested an example letter, which I have attached.

Have a great weekend!

Jill

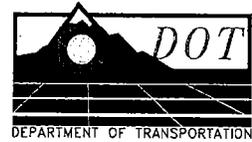
<<contact_fs_scott_9_8.doc>>

CC: <coxcm@c-b.com>

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



DATE: 8 September 2000

TO: Howard Scott, USDA Forest Service

FROM: Jill Schlaefer, CDOT Region 1 Environment & Planning

SUBJECT: Sample letter responding to Bike Trail Relocation on Forest Service Land at Iron Spring Hill

Jill Schlaefer
Environmental Specialist
Colorado Department of Transportation Region 1
Environment & Planning Unit
18500 East Colfax Avenue
Aurora, CO 80011-8017

Dear Ms.Schlaefer:

This letter concerns the rerouting of the bicycle trail onto USDA, Forest Service property as a part of the State Highway 9 widening project in Summit County. The parcel of concern is labeled by Summit County parcel #2095-0110-00-001 on your map.

I have reviewed your preferred alignment and agree that from a trails standpoint this alignment would provide good trail connections and have no significant negative impact to the property.

I concur that an easement for the proposed bicycle trail alignment across this property can be endorsed by the White River National Forest, Dillon Ranger District.

Sincerely,

(As appropriate)

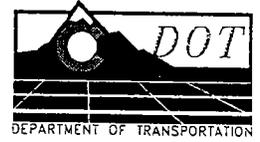
I hope this sample will provide you with some informational content guidance to fulfill our CDOT request for a right-of-way/easement/license agreement when and if final determinations are made for this SH9 project. This letter needs to express 1) that we reviewed the alignment and 2) USFS is willing to allow an easement or not. It was a pleasure meeting with you the other day and extremely generous of your staff to give me a lift to the office.Thanks!!

Cc: Jlostracco; LKassels

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



CC: LOSTRACED
COX
CHO FILE

September 12, 2000

Holly English
Summit County
Open Space & Trails Department
POBox 5660
0037 SCR 1005
Frisco, CO 80443

Dear Holly,

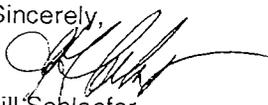
I received your August 25th memo regarding the proposed bike trail alternative locations on the Fourmile Bridge Open Space between Frisco and Breckenridge along State Highway 9. The proposed mapped trail locations would not be impacted by the worse-case scenario of State Highway 9 reconstruction and widening as designed for the Draft Environmental Impact Study currently underway by CDOT.

There are some newly surfacing issues related to the linking of the Fourmile Bridge proposed trail segment to the CDOT relocated Farmer's Korner-Blue River Bike Path.

- ◆ The northern link-up with either Alternative 1 or 2 as drawn on your Fourmile Bridge Open Space map will be accommodated by our DEIS. Please contact me on the trail relocation segment from Gold Hill Trailhead to the north edge of Fourmile Bridge. I have been presuming that CDOT will construct this portion of the relocated bikepath.
- ◆ The potential realignment of Gateway Drive at Gold Hill Trailhead would destroy the existing unpaved trailhead parking lot. There is discussion that a new parking facility would be constructed south of the realigned roadway. My understanding from Paul Semmer of the USFS is that this parking was to become a combined Forest Service Trailhead-Summit County Open Space facility. This will be addressed.
- ◆ The southern connection of the proposed Fourmile Bridge Bike Trail involves newly acquired Town of Breckenridge Open Space lands. One parcel referred to as the Curtis Open Space is an adjacent small triangular-shaped parcel and is the primary relocation route for the bike path. Another important parcel has recently been conveyed as "dedicated development open space" to the Town of Breckenridge. New bike path easements across these 2 properties will require negotiations. Have you broached this topic with Breckenridge yet? Please let me know asap.

The plan for historical interpretive signing and trail spurs is interesting and will surely provide users with a unique view of the Blue River Valley Historic Dredge Piles. If any Federal funding is being used, you probably want to contact the Colorado State Historic Preservation Office, as this is an area of historic significance (site 5ST763).

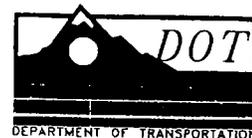
Thanks for keeping me updated.

Sincerely,

Jill Schlaefer
Environment&Planning

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



28 September 2000

Clifford Kanz, AICP
Town of Breckenridge
P.O.Box 168
Breckenridge, CO 80424

Dear Cliff,

The Town of Breckenridge has recently acquired several Open Space properties along the State Highway 9 corridor between Fourmile Bridge and Coyne Valley Road: the Alta McCain, Curtis, Airport, and Braddock Flats properties. These new and planned open space properties have been defined within the Town's Open Space Master Plan for a scenic vista preservation buffer with future park and recreational usage. Each of these properties therefore are subject to Section 4(f) park, recreation, historic, or wildlife refuge evaluation criteria.

There are multiple conceptual engineering designs for SH9 alternatives are being evaluated in the Draft Environmental Impact Statement. In light of these new 4(f) properties, a brief summary of the roadway impacts based on the **widest** scenario of 4 through-lanes with a 36 foot median, the Full-Width Alternative, occur primarily as right-of-way acquisitions to provide accommodation for toe slopes and buffers. The attached figures illustrate the maximum potential impacts from the preliminary design template for the Full-Width Alternative in this area.

Most of the potential ROW encroachment (excepting bike path relocations) on these planned Open Space areas consists of minor toe slope modifications. These slopes can be re-sculpted and landscaped to match the original terrain character and enhance the scenic vista buffered zones without precluding future recreational use of the remainder of the open space property. These toe slope modifications are also designed for slope stabilization. It is felt that the use of gentle roadway toe slopes with some minimized use of 4(f) property is structurally and esthetically desirable to the construction of retaining walls (which reduce the ROW needs) along these segments of planned Open Space.

One consideration may be allowing CDOT to construct the necessary toe slopes on Open Space properties and then under cooperative direction of the Town, rehabilitate and landscape the modified slopes to the original esthetic character. In turn this area modified by toe slopes would be considered by the Town as "temporary use" of the 4(f) property instead of necessitating a permanent taking of property. CDOT would like to get the Town's direction on whether it is reasonable to consider these types of ROW changes as potentially agreeable and beneficial to the quality of the planned Open Space properties.

The purpose of this memo is to communicate an understanding of the maximum level of impacts in the Full-Width Alternative should it become the preferred alternative. Please contact me if there are any further questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jill Schlaefer', is written over the word 'Sincerely,'. The signature is fluid and cursive.

Jill Schlaefer

Cc: Edrie Vinson - FHWA
Scott Sands - FHWA
Jeanette Lostracco - Carter&Burgess
Lisa Kassels - CDOT



October 10, 2000

Jill Schlaefer
Region One CDOT
18500 Colfax Avenue
Aurora, Colorado 80011

Dear Ms. Schalaefer:

The National Park Service has reviewed the request for a 6(f)(3) conversion related to Land and Water Conservation Fund grant number 08-00759, Breckenridge Open Space, Blue River Reclamation Project in Summit County, Colorado.

The project maps that you provided show that the easement existed prior to the establishment of the park. This is not a 6(f)(3) exclusion, rather it is a categorical exclusion according to the LWCF manual, Chapter 650.2 and covered in the criteria for acquisition section, Chapter 640.2.7.

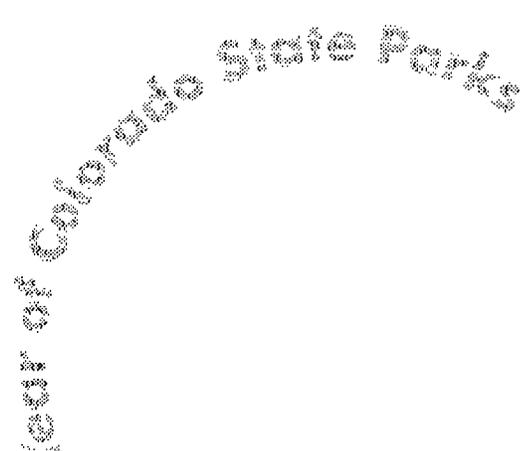
We concur that the properties illustrated in the Attachment A that you provide do not overlap the CDOT right-of-way and that the bike path relocation onto the property is consistent with the designated land use and not subject to 6(f)(3) mitigation.

Thank you for your patience and our apologies for the time it has taken for this to be processed and approved.

Sincerely,

Timothy B. King
Colorado State Parks

cc: File 08-00759





Jill Schlaefer
 CDOT Region 1 Environment & Planning
 18500 East Colfax Avenue
 Aurora, CO 80011-8017

December 1, 2000

**Re: Full-Width Alternative
 Impact on Bike Path**

Dear Jill:

Attached is a list of comments for your consideration in the review of the concept draft for the widest possible Highway 9 Alternative from your letter dated September 28, 2000. The effect of this highway concept on the existing and relocated bike path is the focus of the comments. I checked these comments with Heide Andersen, Trails Planner; and Tom Daugherty, Assistant Town Engineer.

We realize the limitations on the highway design from the adjacent 4(f) and 6(f) properties. These locations should be avoided by disturbance as is shown in the draft. A question for clarification arises. That is - please clarify why the existing Highway 9 [northbound lane] paved surface just north and south of Coyne Valley Road is not proposed to continue. Generally, this has caused an area of additional disturbance, which in turn has pushed the road structures closer to the bike path. Also, this arrangement creates additional disturbance that seems incongruous with the overall goal to limit environmental impacts. A plan should be provided for remedial landscaping and hardscape removal of the existing paved surface consisting of the northbound lane.

Probably reducing the length of cantilevers would be encouraged because of the weight of Nordic Ski grooming and Town Trail spring plowing equipment. More information on the long term cantilever stability would be needed. They are a creative design feature to address limitations of the highway next to the sensitive environmental features. Done well - the cantilevers could add a truly unique outdoor recreation experience to the bikepath network.

All in all, thank you for providing the concept plan for our review. Our comments are initial and we would be glad to provide continued comments as this project design continues. If you have questions on the attachment call me at (970) 453-3174.

Sincerely,

A handwritten signature in black ink, appearing to read "Cliff Kanz", is written over the word "Sincerely,".

Cliff Kanz, Department of Community Development

Attachment

Town of Breckenridge
 150 Ski Hill Road • P.O. Box 168 • Breckenridge, Colorado 80424
 (970) 453-2251 • FAX (970) 547-3104

OVER ↗

**12/1/2000- Breckenridge Planning Notes on the State Highway 9 –
Alternative 1: 4 lane option effecting the Bikepath. Visual simulations
of cantilevered sections and crossings should be provided.**

Sheet 2

- East side – south of County Road 450
 - Possible road access from Corkscrew.
 - Pedestrian path should go in between Park Avenue/CR 450.
- West side - segment of River adjacent to two baseball fields
 - Future location of whitewater park to Valley Brook Rd. Any wall design should relate to whitewater park.
- West side – segments of “Cantilever bike path”
 - Retain grade separated crossing at Park Ave.
 - Consider a grade separated crossing at Valley Brook Rd.
 - The widest path tread surface should be 15 feet minimum, considering the vertical height of retaining wall and crowding with variety of bike path users.
 - Cantilever design should not force bicyclists to choose riding on Highway 9.
 - Cantilever should hold weight of Nordic ski grooming equipment [12' snowcat]
 - Cantilever should hold weight of snow plowed from Highway 9, and town spring season plow equipment.
 - Cantilever path signage and long term maintenance to be by CDOT.
 - Place speed cautions on cantilever segments.

Sheet 3

- Design detail is needed of existing path segment adjacent, to wall, at split.
- Cantilevered segment south of Coyne Valley Rd should be designed as mentioned above on Sheet 2, or shift road back to existing pavement to avoid cantilever.
- The highway plowing looks to be sending snow onto bikepath that would contain grit and sand unsuitable for nordic ski use. This may be possible through-out.

Sheet 4

-McCain Tract Frontage:

- “Bike Path Relocation” as noted is preferred compared to placing path along the edge of right-of-way. Proceeding north, this path approach to the current path connection should begin further south. Remove the “s” turn.
- Path crossing of the Fairview Blvd. Extension- should be adjusted for safety.
- The path crossing at the “Pit Entrance” should also be adjusted for safety.
- Area at north of “Bike Path Relocation” should consider routing on the east side of pond and match to new bridge. Check this with Summit County.
- Remove the double driveway across from Tiger Run RV access.

Consider these items through-out

- Show bus stops and install paths that link stops with bikepath.
- Install landscaping the total length between edge of clear zone and path.

Schlaefer, Jill

From: Schlaefer, Jill
 Sent: Thursday, December 21, 2000 8:06 AM
 To: 'cliffk@ci.breckenridge.co.us'
 Cc: Kassels, Lisa
 Subject: SH9 EIS Breckenridge 4(f) Issues

79

Good Morning Cliff,

I certainly hope you are all set for a very enjoyable holiday!

I am doing my final evaluation of Section 4(f) public Rec and Park properties for our SH9 draft EIS and wanted to clarify a couple property issues with you.

1) Braddock Flats, a planned Open Space located near Fourmile Bridge, is conveyed to the town of Breckenridge as an open space but I could not find any written reference to dedicated recreation purpose of the specific lands adjacent to SH9. Adding a sidewalk doesn't actuate recreational purpose. I require written demonstration that this "Open Space" is being set aside for public recreational purposes before I can include it as a Section 4(f) property. I also need clarification of who is conveying this land. My copy of the conveyances refers to the Delaware Flats Master Plan but was wondering if this is a part of the Lincoln Development Plan? Have they committed or platted any land use or development plans yet? Could you clear these items up for me.

2) The Alta McCain property condemnation is complete. I again need written reference to the purpose of this property from an existing document or recreational master plan. Exactly where does the "Open Space" property extend? Where exactly has the town leased to Alpine Rock? I was unaware that portions of this property were being leased for mining activity. This lease of surface rights precludes open public use of the property for recreation and my inclination is to remove this from Section 4(f) consideration. Please provide a clear map including a) the acquired properties, b) the "Open Space" designated area, and c) the leased portion of the property.

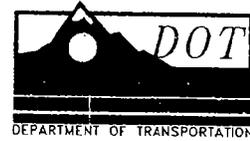
I want to remain proactive in placing the proper recreational open space properties under Section 4(f) status as planned purpose properties but need more specific clarification as noted above. I am just trying to be accurate and consciencious. Please let me know as soon as you can. Thanks and have a very healthy and happy holiday!

Jill Schlaefer
 CDOT Region 1
 Environment&Planning

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



4 April 2001

Howard Scott
District Superintendent
USDA, Forest Service
Dillon Ranger District
P.O.Box 620
680 Blue River Parkway
Silverthorne, CO 80498

Dear Howard:

This letter constitutes a request for concurrence on our determination of impacts to two Forest Service properties located along State Highway 9 due to potential highway realignment proposed in alternatives recommended from the SH9 Frisco to Breckenridge Environmental Impact Study.

1) Highway realignment alternatives proposed in the SH9 EIS all require modification of the existing FS easement to add undeveloped Forest Service land within the Dickey Day Use area of the White National Forest - Peninsula Recreation Area. The new easement would use about an average 100-foot wide strip abutting 1210 feet of existing SH9 easement to construct toe and cut slopes used to accommodate roadway stability and facilitate the erosion control planning and maintenance.

In the above property the proposed mitigation includes facility access modifications designed to improve intersection safety, vehicle storage, and turn and acceleration lanes. Additionally, all disturbed areas will be restored to the original esthetic character and re-seeded with an appropriate native mix.

2) Rerouting of the Frisco - Farmers Korner bicycle trail to a new alignment on USDA, Forest Service property would be necessary for all proposed roadway realignment alternatives at Leslie's Curve in the SH9 EIS. The parcel of concern is located at Iron Spring Hill on the accompanying map.

To recap an August 16, 2000 review at your office, any roadway realignment alternative proposed at Leslie's Curve (mileposts 93.3 - 93.5) through the State Highway 9 EIS requires a bikepath relocation away from the highway. The preferred bikepath alignment would diverge from the existing trail at the north flank of Iron Spring Hill and traverse southward across Forest Service property. The preferred alignment would cross through the area of the old church camp buildings and existing access road. The trail would bridge the drainage ravine and continue southward along the lease line to reconnect with the existing trail near Summit High School. A less desirable alternative was to continue the trail from the old church camp down the Denver Water Board access easement downhill to the southeast.

At that time we agreed in principle that the preferred trail alignment on Forest Service property would provide good trail connections and have no significant negative impact to the property.

I am requesting your concurrence that a) the Forest Service agrees that a take and temporary use of the above mentioned undeveloped portions of Dickey Day Use and Peninsula Recreation Areas abutting SH9 would not represent an impairment or a loss of function to the continued and future use of the facilities; and/or b) an easement for the proposed bicycle trail alignment across the Forest Service property at Iron Spring Hill is endorsed by the White River National Forest, Dillon Ranger District and that the details of an actual trail alignment would be mutually determined at a future date.

Sincerely,

A handwritten signature in black ink, appearing to read "Jill Schlaefer", written in a cursive style.

Jill Schlaefer
Environmental Planner

Attachment: Parcel map and location of proposed bike trail alignments.

cc: C.Joy, CDOT; J.Lostracco,CB; P.Semmer, USFS

Schlaefer, Jill

From: Vinson, Edrie <FHWA> [Edrie.Vinson@fhwa.dot.gov]
Sent: Friday, April 13, 2001 10:59 AM
To: Jill.Schlaefer@dot.state.co.us
Subject: Re: SH9 DEIS - Last minute 6(f) changes

A bikeway on a recreational property would not be a taking for transportation use providing the owner of the property agreed. Do try to get a letter from them to that effect prior to publication. Thanks

>>> Jill.Schlaefer@dot.state.co.us 04/12/01 02:13PM >>>
 Good Afternoon Edrie,

RE: State Hwy 9 and impacts to the 6(f) Blue River Reclamation and Breck Rec Center 4(f) properties in Breckenridge

Carter-Burgess recently met with CDOT engineers and maintenance staff to review the roadway designs for SH 9 Frisco to Breckenridge for the Draft EIS. It became apparent that roadway configurations utilizing extensive wall structures and cantilevered bikeways to minimize the 4-lane alternative footprints at the Blue River Reclamation 6(f) property would create a safety hazard by moving snow removal closer to the bikeway. Maintenance needs a 30' to 50' clear zone away from the edge of pavement to prevent the rooster-tail of snow and ice debris from landing on unsuspecting pedestrians-cyclists-cross country skiers using the adjacent bikeway. Because of the cantilevered nature of the proposed bikeway, the plow truck operators would not be able to see pedestrians on the pathway to prevent spraying them with snow or ice chunks.

The redesigned bikeway would now require a significant relocation away from the roadway. The river precludes moving any closer to the edge of ROW at 2 localities: at Valley Brook Rd involving the Breckenridge Recreation Center and the Blue River Reclamation 6(f) property and at Coyne Valley Rd on the 6(f) property. The best option is to relocate the each bikeway segment as shown on the maps below.

My questions to you Edrie:

1) If I acquire a letter from Breckenridge (owner of both properties) stating that the relocated bikeway is compatible and consistent with the 4(f) and 6(f) recreational use of each property... please concur that I would have a "no impact" situation to both properties or explain what I do have. I am assuming the current 4(f) impact is to the bikeway and that in the future the appropriate segment of the bikeway will be considered 6(f).

2) Can we publish the DEIS without written concurrences from Breckenridge and State Parks and Outdoor Recreation? I am very concerned that neither the property impact discussion nor the concurrence letters will make it into the DEIS. What are the consequences of waiting for the FEIS to include this change?

<<figure 5-a coyne bike alt.jpg>> <<figure 5-b valley brook bike alt.jpg>>

If you can, please respond soon...Thank you very much!

Jill Schlaefer
 CDOT Region 1
 Environment & Planning Unit

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



27 April 2001

Peter Grosshuesch
Director, Community Development
Town of Breckenridge
P.O.Box 168
Breckenridge, CO 80424

Dear Peter:

This letter constitutes a request for concurrence with our determination of no impact to two Breckenridge Open Space properties located along State Highway 9 involved with proposed highway alternatives discussed in the SH9 Frisco to Breckenridge Environmental Impact Study: the Blue River Reclamation Open Space and the Breckenridge Recreation Center.

Background

Four-lane highway realignment alternatives proposed in the SH9 EIS require modification of the existing roadway template. The SH 9 roadway template would increase in width and require wall and/or retaining structures to avoid major impacts to the Blue River, Breckenridge Recreation Center and the Blue River Reclamation Open Space property. A 50-foot safety clear zone adjacent to the roadway would be needed to accommodate the seasonal snow plowing rooster-tail of snow and ice debris from landing on unsuspecting pedestrians-cyclists-skiers using the Blue River Bikeway. The bikeway is located adjacent to the roadway and is situated at a lower elevation than the existing and all proposed alternative roadways. The bikeway would be located within the 50-foot safety clear zone at several points along its length from Coyne Valley Road to North Park Avenue for all 4-lane SH 9 EIS alternatives.

Proposed Bikeway Relocations

CDOT proposes to relocate the Blue River Bikeway outside the proposed safety clear zone. Most bikeway adjustments would be minor and would be accommodated within the existing CDOT right-of-way without environmental issues. However, at two sites, relocation would require moving the existing Blue River Bikeway onto Section 4(f) and 6(f) properties as illustrated in attached figures.

The existing bikeway at Coyne Valley Road would have to be moved to allow the construction of retaining walls. An alternative of cantilevering the bikeway from the retaining wall avoids relocating the bikeway off CDOT right-of-way but does not allow for the safety clear zone. Therefore, it is proposed that any 4-lane alternative would include relocation of the bikeway onto the Blue River Reclamation Open Space at the map location illustrated in Figure 1. This would provide a new 675-foot segment of the Blue River Bikeway across a grassy terrace located above river level and away from adjacent wetlands. A view looking northwest along the proposed bikeway realignment is shown in Figure 2.

The existing bikeway at Valley Brook Road would have to be moved to allow the construction of the new intersection and retaining walls. An alternative of cantilevering the bikeway from the retaining wall avoids relocating the bikeway off CDOT right-of-way but does not allow for the ice and snow safety clear zone. Therefore, it is proposed that any 4-lane alternative would include relocation of the bikeway west of the current location. Topographic constraints preclude moving the bikeway to the east. The resulting Valley Brook mid-street crossing would be signed or signalized and striped for safety.

North of Valley Brook Road the proposed 900-foot bikeway would traverse the Blue River Reclamation Open Space to bridge the Blue River joining the Blue River Bikeway on CDOT right-of-way outside of the safety clear zone as mapped in Figure 3. A view looking north across Block 11 and showing the general river crossing area is included as Figure 4.

South of Valley Brook Road the bikeway would be relocated onto the Breckenridge Recreation Center property at the map location illustrated in Figure 3. This alternative relocates 625 feet of the Blue River Bikeway west of the existing location. The new bikeway would run from Valley Brook Road south across a gentle slope located immediately west of the river (Figure 5) and would provide a river crossing at the existing bikeway spur shown in Figure 6. The new bikeway would be located above river level and provide an access for the future whitewater kayak park.

Concurrence Request

The Town of Breckenridge has local jurisdiction over the Blue River Bikeway, Blue River Reclamation Open Space and the Breckenridge Recreation Center. Federal regulations provide those officials having jurisdiction over the park or recreation area can determine whether the bikeway function is compatible with the stated or intended use of the 4(f)/6(f) property.

The Blue River Bikeway is utilized recreationally and would be relocated onto recreational properties. If there is not a conversion of 4(f) or 6(f) park or recreation area property from recreational land use to transportation use then approval by the Secretary of the Interior is not required. However, concurrence will be requested from the administering agency, the Colorado Department of Outdoor Parks and Recreation.

This letter is requesting the Town of Breckenridge concur that the bikeway relocations discussed above would not be a taking for transportation use; are compatible with the recreational land use; and therefore are not an impact to the recreational nature of either the 6(f) Blue River Reclamation Open Space or the 4(f) Recreation Center property. CDOT requests your written concurrence to this affect.

Sincerely,

Lisa Kassels
Project Manager, SH9 Frisco-Breckenridge EIS

cc: T.Gragen, Breckenridge Town Manager
H.Anderson, Breckenridge Open Space & Trails
T.Robertson, Summit County Open Space & Trails
R.Speral, FHWA
E.Vinson, FHWA
B.Pinkerton, CDOT
L.Kassels, CDOT
J.Lostracco, Carter-Burgess



United States
Department of
Agriculture

Forest
Service

White River
National Forest

Dillon Ranger District
680 Blue River Parkway
PO Box 620
Silverthorne, CO 80498
(970) 468-5400
TTY (970) 945-3255
FAX (970) 468-7735

90

File Code: 1950

Date: May 1, 2001

Jill Schlaefer
Region 1
Colorado Department of Transportation
18500 East Colfax
Aurora, CO 80011

Dear Ms. Schlaefer:

This letter is written in response to your April 4, 2001 letter to Howard Scott, of my staff, regarding concurrence in your determination of impacts to two National Forest properties located along State Highway 9 south of Frisco. The lands in question may be involved in the realignment proposed in alternatives recommended in the SH9 Frisco to Breckenridge Environmental Impact Study.

The first area includes of a strip of land (about 100 feet wide by 1200 feet long) abutting the existing State Highway 9 easement to be used to construct toe and cut slopes to accommodate roadway stability and erosion control. This area is situated immediately adjacent to the Dickey Day Use area of the Peninsula Recreation Area. The primary concern in this area of the highway project is to maintain or enhance the access to the Dickey Day Use area. All alternatives will address this concern and will not create an unacceptable impact on the recreation resources in the area. I concur that the use of this undeveloped land for highway purposes would not represent an impairment or a loss of function to the continued and future use of the recreation facilities on National Forest System lands.

The second parcel includes a rerouting of the Frisco to Farmers Korner bike path on National Forest System lands near Iron Springs. I understand that the preferred bike path alignment would diverge from the existing trail at the north flank of Iron Springs Hill and traverse south on the National Forest, in the vicinity of the church camp, to then tie in with the bike path on private land near the Summit High School. I concur that such an easement for the proposed bike trail is an appropriate use of National Forest lands and the details of an actual alignment would be mutually determined at a later date and after a site-specific analysis of the alignment.

If you need addition information on this matter please feel free to give Paul Semmer a call at 970-262-3448.

Sincerely,

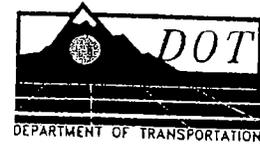
JAMIE E. CONNELL
District Ranger



STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



May 10, 2001

Mr. Tim King, Grants Administrator
Colorado State Parks
1313 Sherman Street, Suite 618
Denver, CO 80203

RE: Town of Breckenridge Blue River Reclamation Parcel 6(f) Status,
Bike path Relocation
State Highway 9 Corridor Environmental Impact Statement
CDOT Project STA 009A-021

Dear Tim:

First allow me to thank you for your assistance regarding the 6(f) issues on the Breckenridge Open Space Parcels referred to as the Blue River Reclamation Project 08-00759. Your quick response and clarification of these matters has been greatly appreciated.

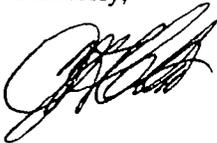
CDOT's continued work on the State Hwy 9 Frisco to Breckenridge EIS draft has revealed a serious safety issue with the current Blue River Bikeway and the EIS proposed alternative bikeway configuration. A letter to the Town of Breckenridge (the owner and jurisdictional entity) describing a new bike path relocation was forwarded to you on April 27, 2001. The letter provided explanation about a serious safety risk associated with the existing bikeway location and requested a concurrence from Breckenridge that the bikeway could be relocated and would be consistent with recreational purposes on the affected properties: 6(f) Blue River Reclamation Open Space and the 4(f) Breckeneridge Recreation Center. The letter is attached for your convenience. Please refer to this letter for the details of the safety concern and the relocation of the Blue River Bikeway.

I have solicited a Federal Highways Administration opinion on the nature of any potential impacts to these properties. The bikeway relocation from CDOT right-of-way to a 6(f) recreational property may not be considered a take for transportation use and with concurrence of the local owner and jurisdiction, could be considered consistent with the recreational use and function of the property and therefore, not an impact to the property.

I am requesting that the Colorado Department of Outdoor Parks and Recreation provide concurrence that a Breckenridge concurrence letter stating there are no impacts or impairments to either property and a bikeway relocation would be consistent use and function would be valid, and that there are no extenuating circumstances pertaining specifically to 6(f) status which would render their concurrence of no impact invalid.

Again, thank you for your time and assistance in this matter.

Sincerely,



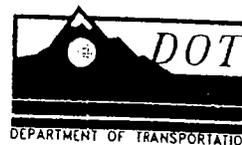
Jill Schlaefer
Environmental Planner
CDOT Region 1 Environment & Planning

Attachment A - Breckenridge Request for Concurrence

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



14 May 2001

Todd Robertson
Summit County
Open Space & Trails
P.O.Box 5660
0037 SCR 1005
Frisco, CO 80443

Dear Todd:

This letter constitutes a request for concurrence on CDOT's determination of non-significant impacts to two Summit County open space properties located along State Highway 9 due to potential highway realignment proposed in alternatives recommended from the SH9 Frisco to Breckenridge Environmental Impact Study. Highway realignment alternatives proposed in the SH9 EIS require modification of undeveloped land at the "New Summit County Open Space" located south of Dickey Drive and at Fourmile Bridge Open Space. Both of these properties have been evaluated as impacted Section 4(f) recreational properties and all affects of roadway impacts will be addressed in the EIS.

The New Summit County Open Space proposed ROW take would use about an average 25-foot wide strip of undeveloped, grassy land abutting roughly 1000 feet of existing SH9 right-of-way to construct toe for roadway stability and facilitate the erosion control planning and maintenance. The total area involves 0.38 acres. At Fourmile Bridge Open Space, the proposed ROW take would use about a 10- to 30-foot wide strip abutting roughly 900 feet. The total area involved varies from 0.61 to 0.31 acres of undeveloped grassy land. The size of the proposed take depends upon the highway alternative chosen. All disturbed areas would be restored to the original esthetic character and re-seeded with an appropriate native mix. None of the proposed ROW takes affects Fourmile Bridge planned park development.

Request

It is CDOT's opinion that the proposed right-of-way take required for various build alternatives in the SH9 EIS would not substantially impair the current or future use or functionality of the open space recreational properties described above.

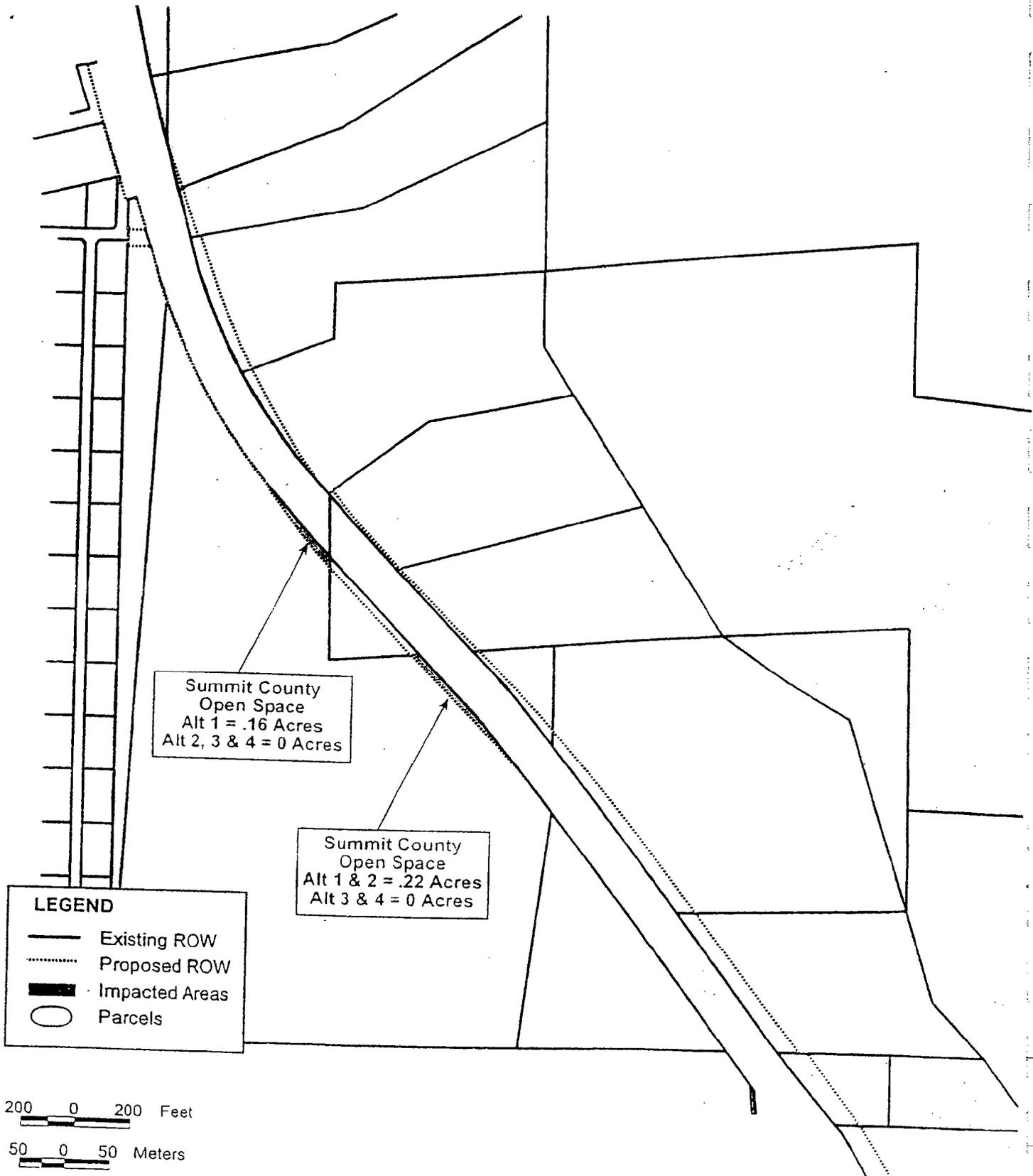
CDOT requests your written concurrence that Summit County agrees that the above mentioned right-of-way takes of undeveloped land at the "New Summit County Open Space" and Fourmile Bridge Open Space abutting SH9 would not represent an impairment or a loss of function to the continued and future recreational use of the facilities. Your response is requested by July 2, 2001.

Thank you for your help.

Sincerely,

Lisa Kassels
Project Manager, SH9 Frisco to Breckenridge EIS

Attachment: Parcel maps
cc: C.Joy, CDOT; J.Lostracco, Carter & Burgess

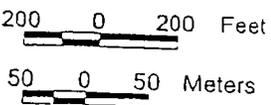


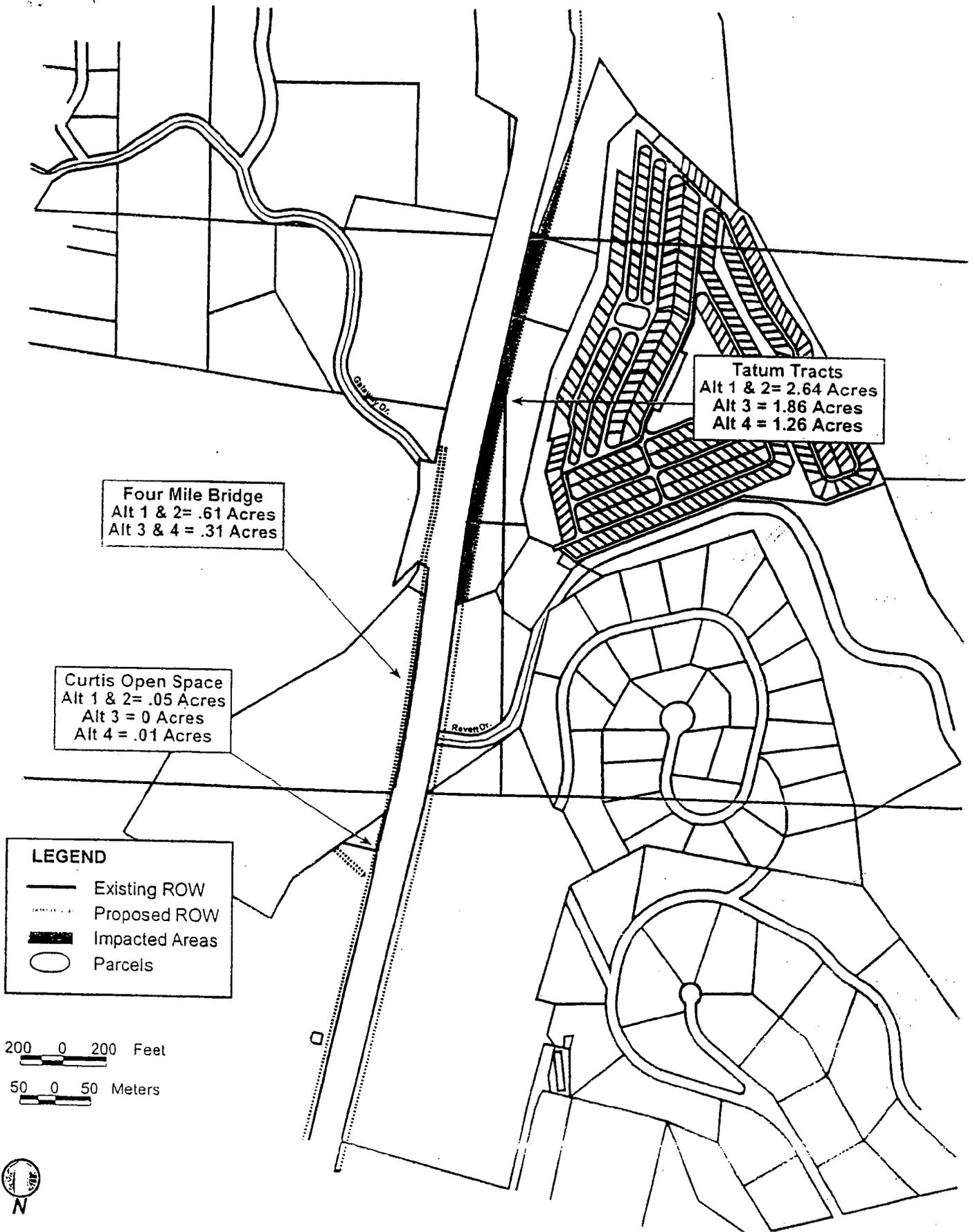
Summit County
Open Space
Alt 1 = .16 Acres
Alt 2, 3 & 4 = 0 Acres

Summit County
Open Space
Alt 1 & 2 = .22 Acres
Alt 3 & 4 = 0 Acres

LEGEND

- Existing ROW
- ⋯ Proposed ROW
- Impacted Areas
- Parcels

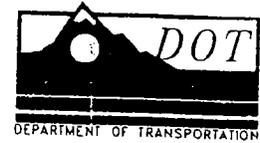




STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



14 May 2001

Jocelyn Mills
Open Space and Trails
Town of Frisco
1 Main Street
Frisco, CO 80443

Dear Ms. Mills:

This letter constitutes a request for concurrence on CDOT's determination of non-significant impacts to one Town of Frisco Section 4(f) property located along State Highway 9 due to potential highway realignment proposed in alternatives recommended from the SH9 Frisco to Breckenridge Environmental Impact Study. Highway realignment alternatives proposed in the SH9 EIS require modification of undeveloped land at the Frisco Nordic Center and Recreation Area. This property has been evaluated as an impacted Section 4(f) recreational property in the SH9 EIS and all affects of roadway impacts will be addressed in the EIS.

The proposed right-of-way would take an average 100-foot wide strip abutting the extent of the State Hwy 9 frontage for construction of cut and toe slopes, facilitating roadway stability, erosion control planning and maintenance. The total area involved varies from 9.27 to 5.56 acres of undeveloped grassy and occasionally wooded land. The size of the proposed take depends upon the highway alternative chosen. The largest right-of-way take comes from the 4-lane full width roadway alternative and the minimum take is from the modified 2-lane alternative. All disturbed areas would be restored to the original esthetic character and re-seeded with an appropriate native mix. None of the proposed ROW takes affect active or planned recreation facilities. Access from Nordic Center to SH 9 would involve new turning lanes, vehicle storage, and acceleration lanes to increase safety and mitigate use.

It is CDOT's opinion that the proposed right-of-way take required for various build alternatives in the SH9 EIS would not substantially impair the current or future use or functionality of the open space recreational properties described above.

CDOT requests your written concurrence that Summit ^{Frisco} County agrees that the above mentioned right-of-way takes of undeveloped land at the Frisco Nordic Center and Recreation Area abutting SH9 would not represent an impairment or a loss of function to the continued and future recreational use of the facilities. Your response is requested by July 2, 2001.

Thank you for your help.

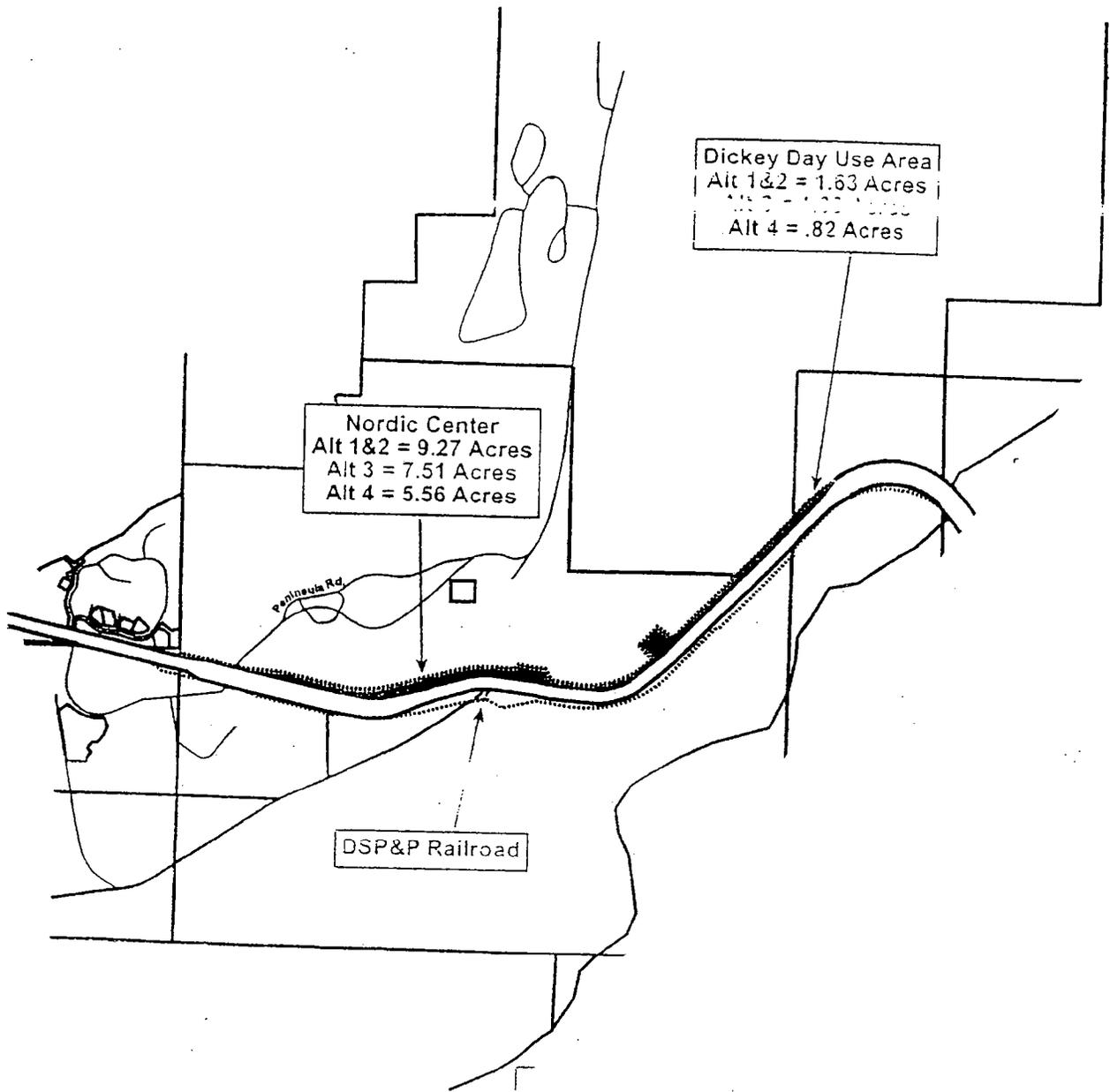
Sincerely,

Lisa Kassels

Lisa Kassels
Project Manager, SH 9 Frisco to Breckenridge EIS

Attachment: Parcel map
cc: C.Joy, CDOT; J.Lostracco, Carter & Burgess

Letter 5/14/01 Town of Frisco



LEGEND

- Existing ROW
- Proposed ROW
- █ Impacted Areas
- Parcels

500 0 500 Feet

100 0 100 Meters

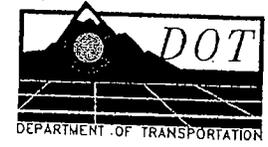


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100
101
FEB 18 2002
cc:ERIC

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9156
303-757-9746 FAX



RECEIVED
MAR 19 2002
BY: *Kassels*

12 February 2002

Mr. Timothy Gagen
Town Manager
Town of Breckenridge
P.O. Box 168
Breckenridge, CO 80424

Dear Tim:

This letter constitutes a second request for concurrence from the Town of Breckenridge with CDOT's determination of no impact to two Breckenridge Open Space properties located west of State Highway 9 involved with proposed highway alternatives discussed in the draft SH9 Frisco to Breckenridge Environmental Impact Study (SH9 EIS): the Blue River Reclamation Open Space and the Breckenridge Recreation Center. (Please see attached letter sent April 27, 2001.)

Background

Four-lane highway realignment alternatives proposed in the SH9 EIS require modification of the existing roadway template. The SH 9 roadway cross section would increase in width and require wall and/or retaining structures to avoid major impacts to the Blue River, Breckenridge Recreation Center and the Blue River Reclamation Open Space property. A 50-foot safety clear zone adjacent to the roadway would be needed to accommodate the seasonal snow plowing rooster-tail of snow and ice debris from landing on unsuspecting pedestrians-cyclists-skiers using the Blue River Bikeway. Currently the bikeway is located adjacent to the roadway and is situated at a lower elevation than the existing and all proposed alternative roadways. With the proposed highway improvements, the bikeway would be located within the 50-foot safety clear zone at several points along its length from Coyne Valley Road to North Park Avenue for all 4-lane SH 9 EIS alternatives.

Proposed Bikeway Relocations

CDOT proposes to relocate the Blue River Bikeway outside the proposed safety clear zone. Most bikeway adjustments would be minor and would be accommodated within the existing CDOT right-of-way without environmental

issues. However, at two sites, relocation would require moving the existing Blue River Bikeway onto Section 4(f) and 6(f) properties (recreational use properties per regulatory definition) as illustrated in attached figures. CDOT has met with the Town to determine the optimum bikeway alignment through these parcels. All conditional requirements were met by a) conducting field inspection of proposed bikeway alignment (July 23, 2001), b) supplying aerial photography and maps of proposed changes (Aug,2001) and c) staking alignment on ground (Sept.18, 2001).

(1) The existing bikeway at Coyne Valley Road would have to be moved to allow the construction of retaining walls. An alternative of cantilevering the bikeway from the retaining wall avoids relocating the bikeway off CDOT right-of-way but does not allow for the safety clear zone. Therefore, as a proposal, any 4-lane alternative would include relocation of the bikeway onto the Blue River Reclamation Open Space at the map location illustrated in Figure 1. The new 675-foot segment of the Blue River Bikeway would traverse a grassy terrace located above the river and any associated wetlands. A view looking northwest along the proposed bikeway realignment is shown in Figure 2.

(2) The existing bikeway at Valley Brook Road would have to be moved to allow the construction of the new intersection and retaining walls. An alternative of cantilevering the bikeway from the retaining wall would avoid relocating the bikeway off CDOT right-of-way but does not allow for the ice and snow safety clear zone. Therefore, it is proposed that any 4-lane alternative would include relocation of the bikeway west of the current location. Topographic constraints preclude moving the bikeway to the east. The resulting Valley Brook mid-street crossing would be signed or signalized and striped for safety. Additionally, CDOT would work with the Town in creating safe bikeway crossings over the Blue River.

North of Valley Brook Road the proposed 900-foot bikeway would traverse the Blue River Reclamation Open Space to bridge the Blue River joining the Blue River Bikeway on CDOT right-of-way outside of the safety clear zone (see Figure 3). A view looking north across Block 11 and showing the general river crossing area is included as Figure 4.

South of Valley Brook Road the bikeway would be relocated onto the Breckenridge Recreation Center property at the map location illustrated in Figure 3. This alternative relocates 625 feet of the Blue River Bikeway west of the existing location. The new bikeway would run from Valley Brook Road south across a gentle slope located immediately west of the river (Figure 5) and would provide a river crossing at the existing bikeway spur shown in Figure 6. The new bikeway would be located above the river and provide an access for the future whitewater kayak park.

Concurrence Request

The Town of Breckenridge has local jurisdiction over the Blue River Bikeway, Blue River Reclamation Open Space and the Breckenridge Recreation Center. Federal regulations provide those officials having jurisdiction over the park or

recreation area can determine whether the bikeway function is compatible with the stated or intended use of the 4(f)/6(f) property.

The Blue River Bikeway is utilized recreationally and would be relocated onto recreational properties. If there is not a conversion of 4(f) or 6(f) park or recreation area property from recreational land use to transportation use, then approval by the Secretary of the Interior is not required. However, concurrence with the relocation will also be requested from the administering agency, the Colorado Department of Outdoor Parks and Recreation.

This letter requests the Town of Breckenridge concur that the bikeway relocations discussed above would not be a taking for transportation use; are compatible with the recreational land use; and therefore are not an impact to the recreational nature of either the 6(f) Blue River Reclamation Open Space or the 4(f) Recreation Center property. CDOT requests your written concurrence to this affect by March 12, 2002.

Please signify your concurrence with the above bikeway relocation agreement of no impact to 4(f) and 6(f) open space by signing in the space provided below. We greatly appreciate your cooperation.

Sincerely,



Lisa Kassels
Project Manager, SH9 Frisco-Breckenridge EIS

The Town of Breckenridge concurs that the bikeway relocations discussed above would not be a taking for transportation use; are compatible with the recreational land use; and therefore are not an impact to the recreational nature of either the 6(f) Blue River Reclamation Open Space or the 4(f) Recreation Center property. CDOT requests your written concurrence to this affect.



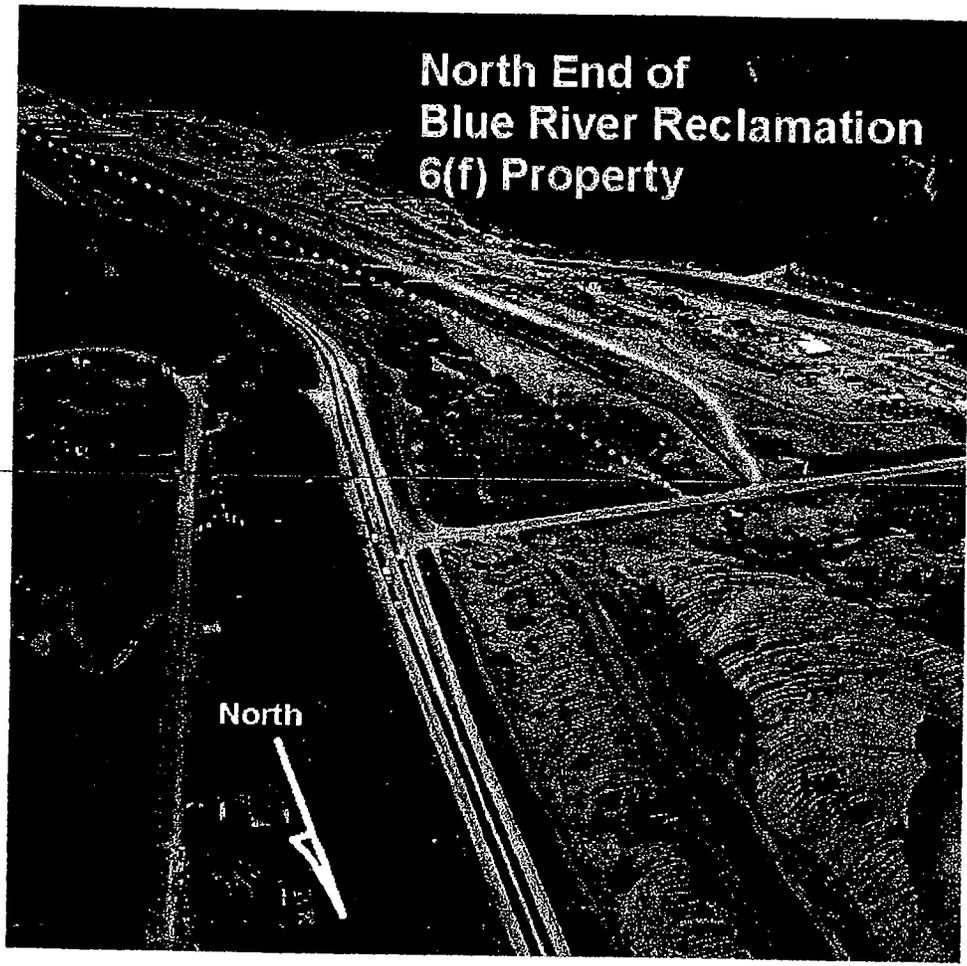
Date 3/15/02

Attachments:

Letter April 27, 2001 First Concurrence Request
Bikeway Relocation Photographic Simulations

cc: P.Grosschuesh, Breckenridge Community Development
H.Anderson, Breckenridge Open Space & Trails
T.Robertson, Summit County Open Space & Trails
R.Speral, FHWA
E.Vinson, FHWA
B.Pinkerton, CDOT
C.Joy, CDOT
D.Jepson, CDOT
J.Lostracco,Carter-Burgess

**North End of
Blue River Reclamation
6(f) Property**

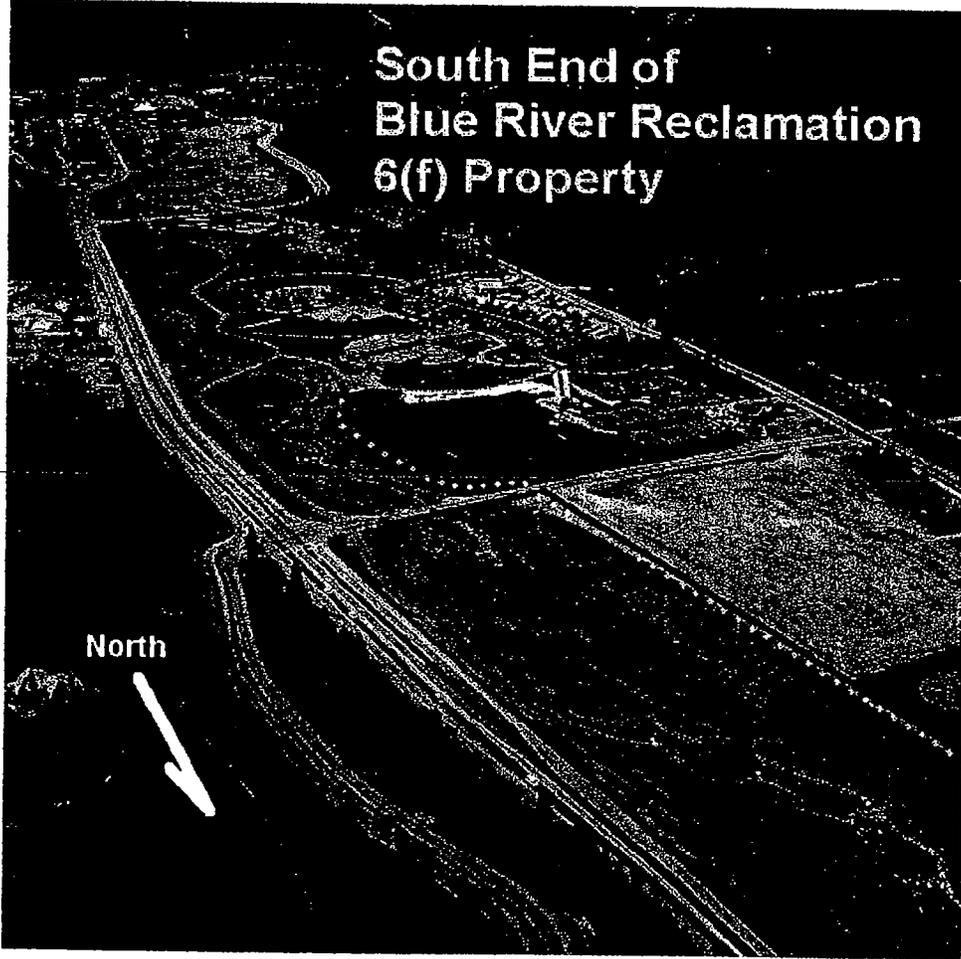


North



South End of
Blue River Reclamation
6(f) Property

North



Date: Monday, June 10th, 2002
 Time: 2:00
 Location: Frisco Town Hall
 Attendees: Mark Luna, Theresa Casey, Amy Ito, Tim Mack, Jocelyn ?, Jill Schlaefer, Lisa Kassels
 Purpose: Discuss potential Section 4(f) impacts on property owned/managed by Frisco and determine potential mitigation

Jill presents the 4(f) impact to the Nordic Center. There is a 9 acre difference between Alternative 1 and 2 with Alternative 3. Alternative 3 is less because section is less.
 The Section 4(f) impacts include a 20 foot buffer on either side of the proposed highway cross section alignments to account for area beyond clear zone to be used during construction.
 Mark Luna noted that the Alternative 3 with the 18' median only decreases template at 9 foot a side. He wants the yellow lines show on plan sheets on electronic GIS format in order to give to planners. Planners are doing an EA for a land use plan of peninsula.
 There is 1 wetland less than 1 acre.

The Nordic Center has a snowshoe trail that could be impacted by alternatives.
 Jill noted that CDOT would replace such a trail if impacted.

~~On July 16th the Town Council looks at plans for Nordic Center to be a Golf Course. Frisco (Mark Luna) will send CDOT electronic copies of trails overlaid on CDOT GIS files~~

Frisco desires a crossing at Summit Count Commons and get bike trail connected.
 Frisco looking for STIP money.

Frisco wanted this improvement to be part of the EIS as an enhancement which it is not in DEIS. CDOT told Frisco they could comment on this or go for enhancement funding via Jim Bemelen. (did we do this, I don't remember)

Frisco desires a dual right turn for on ramp to hit I-70 east bound.

~~They see Break getting money for intersections and would like money to do this over pass or under pass. Under pass would have icing problems, overpass looks urban, will have to check to see what ADA requirements would have to be met..~~

(Lisa and Jill should contact Brian Pinkerton to let him know.)

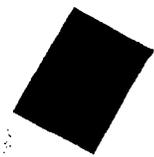
They desire 1:1 slope with guardrail in order to minimize toe of slope impacts
 One idea of noise berms as mitigation for recreation use. Some of berm could potentially be in clear zone.

Frisco even mentioned a potential amphitheater at peninsula site. Jill let them know to look at noise on SH 9 when siting.

~~Mitigation on peninsula would be accel lane north bound, paving, and reseeding.~~

Frisco owns part of property across die Street from Thermo gas. They have tried to buy the Thermogas property because they want to open a view corridor from Main Street
 If Frisco says "no" to the take, what happens. CDOT will negotiate.

Possible land piece that Denver Water Board owns by Frisco Nordic Center (new golf course) on northwest corner of property that CDOT could potentially purchase for this type of mitigation.



Date: Wednesday, June 12, 2002
Time: 10:00 am
Location: Summit County Planning and Engineering, Summit County Commons
Attendees: Todd Robertson, Summit County Open Space, Heidi Anderson, Town of Breckenridge Open Space, Jill Schlaefer, Lisa Kassels
Purpose: Discuss potential Section 4(f) impacts on property owned/managed by Summit County and Town of Breckenridge and determine potential mitigation

108

Mail CDOT right of way brochures to Todd Robertson to describe the ROW acquisition process (done-LK).
Use existing bikepath from crossing between Summit County Commons and Peninsula (Lisa ask Jill about crossing in Vail for peds and wildlife combined and data showing that not working well for wildlife.)

Zoning phase 2 for Bydlen property-wildlife crossing for SH 9.
Conservation easement no fencing and no dog runs.
Breck wants wildlife crossing to be combined with a nordic x-ski crossing-CDOT says no.
Crossing at County Commons and Penninula : issue of grate and whether CDOT can install a signal. Preference is to not install signal because drivers can't see .
Suggests use existing light to cross to be safe because "its satisfactory, safe and appropriate"
Wants to comment in EIS for pedestrian crossing at Tatum Tracks.
ADA requirements for pedestrian overpass?
Taking trees at Tatum track 4(f) impact. impact for Parks and recreation
CDOT can mitigation for park and recreation losses. Trees to install by RV Park qualify.
CDOT could to because it would minimize visual impacts of the RV park. Problem though of how to irrigate?
Could we mitigate with a pedestrian bridge?
Tatum Track needs a public fishing turnout and parking for 3-5 vehicles. This would be good mitigation that CDOT could do.
Will access at milemarker 91 change with widening?
FS could dictate aesthetic treatments.
Gateway parking for Forest Service, CDOT will pave parking for FS 4(f) impacts.
Would FEIS describe any landscaping?
CDOT by Lakeview Meadows to connect bike path
County noted that there was a problem with the bike path when CDOT did work on US 6 by Keystone. Contractor paved shoulder 30-45 degree angle. Now very hard to rectify.
CDOT would detour bikepath during construction to maintain continuity
One idea: CDOT could do bike path up front, to get out of way and done before construction.
Could CDOT purchase triangle of land by Agape Church?
West side of road:
replace crib wall by tatum track bike path is on west side
CDOT is replaing bike path 1: 1
Close of some of path that goes through Denver Water Board property
Wants asphalt torn out for old bike path so it does not become an attractive nuisance for maintenance
(Lisa ask Jill What is Rebecca Wah dredge pile?)
example of reclamation by house behind high school.
Wetlands restoration by using old bike path as an idea
Rail by bikepath make high enough like existing crib wall
Summit Open Space buying DWB property on west side of SH 9- Working with GOCO \$ 150 K to acquire in June 2003
Bridge over art spring?????????
Groomed nordic opportunities on bike pathy 15 foot for groomer snow cat watch bridge width too
Breck will check on turning radius needs
Bike path now 10-12 is standard. Need to make 15 by bridge

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION



Region 1
18500 East Colfax
Aurora, Colorado 80011
(303) 757-9156 phone
(303) 757-9746 fax
Lisa.Kassels@dot.state.co.us

June 14, 2002

Mr. Todd Robertson
Open Space & Trails Director
Summit County
Post Office Box 5660
Frisco, Colorado 80443

Dear Mr. Robertson:

Thank you for meeting with Jill Schlaefer and me this week regarding Section 4(f) impacts and mitigation in Summit County due to the proposed transportation improvements on State Highway 9. We greatly appreciate your comments and coordination with Colorado Department of Transportation.

Per your request at the meeting I am enclosing two brochures. One entitled "Your Rights and Benefits as a Highway Relocatee" and a second entitled "Right of Way". Both documents provide an overview of the right-of-way acquisition process. If you have additional questions, please contact Cam Kepler at (303) 757-9116. She is the Right-of-Way Agent assigned to this corridor. Please also note that we are early in the process to be discussing right-of-way acquisition, because this task usually begins once the Final Environmental Impact Statement and Record of Decision are processed (anticipated early 2003) and when plans are designed and finalized (following the EIS process).

Once again, thanks for your time and please feel free to contact me with any other questions.

Sincerely,

Lisa Kassels
Project Manager

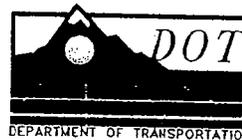
Cc: Jill Schlaefer, CDOT
Cam Kepler, CDOT
Jeanette Lostracco, Carter Burgess ✓

COPY 115

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



Sent to:
Jeanette
Rostacco
7/2/02

June 28, 2002

Mr. Tom Easley, Grants Administrator
Colorado State Parks
1313 Sherman Street, Suite 618
Denver, CO 80203

RE: Town of Breckenridge Blue River Reclamation Parcel 6(f) Status,
Bike path Relocation
State Highway 9 Corridor Environmental Impact Statement
CDOT Project STA 009A-021

Dear Mr. Easley;

The State Highway 9 Frisco to Breckenridge Final EIS is in preparation and requires wrapping up some concurrence requests from May of 2001. I appreciate your prompt attention to this request.

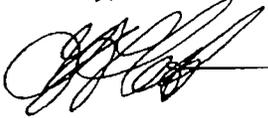
CDOT's continued work on the State Hwy 9 Frisco to Breckenridge EIS has revealed a safety issue with the current Blue River Bikeway and the EIS proposed alternative bikeway configuration. A letter to the Town of Breckenridge (the owner and jurisdictional entity) describing the new bike path relocation was forwarded to you on April 27, 2001. The letter provided explanation about a safety risk associated with the existing bikeway location. We have received concurrence from Breckenridge that the bikeway could be relocated and would be consistent with recreational purposes on the affected properties: 6(f) Blue River Reclamation Open Space and the 4(f) Breckeneridge Recreation Center. The letter is attached for your convenience. Please refer to this letter for the details of the safety concern and the relocation of the Blue River Bikeway.

I have solicited a Federal Highways Administration opinion on the nature of any potential impacts to these properties. The bikeway relocation from CDOT right-of-way to a 6(f) recreational property may not be considered a take for transportation use and with concurrence of the local owner and jurisdiction, could be considered consistent with the recreational use and function of the property and therefore, not an impact to the property.

I am requesting that the Colorado Department of Outdoor Parks and Recreation provide concurrence that there are no impacts or impairments to either property and bikeway relocation would be consistent use and function would be valid, and that there are no extenuating circumstances pertaining specifically to 6(f) status, which would render Breckenridge's concurrence of no impact invalid.

Again, thank you for your time and assistance in this matter.

Sincerely,



Jill Schlaefer
Environmental Planner
CDOT Region 1 Environment & Planning

Attachment A - Breckenridge Request for Concurrence

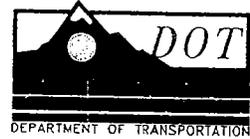
Cc: L.Oberg, Colorado Department of Outdoor Parks and Recreation
P.Grosschuesh, Breckenridge Community Development Director
B.Pinkerton, CDOT R-1 West Program Area Engineer
C.Joy, CDOT R-1 Environment & Planning Manager
L.Kassels, CDOT SH9 EIS Project Manager
J. Lostracco, Carter-Burgess

7/2/2002

cc: Peter, Heide,
Enc.

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



July 1, 2002

Tim Gagen
Town Manager
P.O.Box 168
Breckenridge, CO 80424

Dear Mr. Gagen;

This letter constitutes a request for concurrence on the potential impacts and recommended mitigation measures for the "Tatum Tracts Open Space Park" in Summit County located along State Highway 9 due to highway realignments proposed in alternatives recommended from the SH9 Frisco to Breckenridge Environmental Impact Study. Highway realignment alternatives proposed in the SH9 EIS require modification of undeveloped land at the park.

Impacts and Mitigation Recommendations

"Tatum Tracts Open Space Park" is 13.2 acres in size and may require a ROW take that would vary from 2.6 acres in wide 4-lane Alternatives 1 and 2, 1.9 acres in narrow 4-lane Alternative 3, and 1.3 acres in Alternative 4 (2-lane). The impacted land would consist of a strip about 40-feet wide at the southern end and 90-feet wide at the northern end of the property between the highway and the Blue River. The southern half of the right-of-way take would involve removal of several mature pine trees. As discussed on June 12, 2002 with Heide Andersen of Breckenridge Open Space and Trails and Todd Robertson of Summit County Open Space and Trails, the recommended mitigation for this property includes an improved parking facility for 2-4 vehicles be constructed at an agreeable location on Tatum Tracts for fishing access to park property. CDOT also recommends that the west bank of Blue River be landscaped with appropriate trees and shrubbery in addition to the restoration of all disturbed areas to an original aesthetic character and reseeding with native seed mix.

Request

It is CDOT's opinion that the proposed right-of-way takes required for various build alternatives in the SH9 EIS would not substantially impair the current or future use or functionality of the park property described above. This letter has also been sent for the concurrence of Summit County Board of County Commissioners, Tom Long, Chairman.

CDOT requests written concurrence by signature below, that Breckenridge agrees that the above mentioned right-of-way takes of undeveloped land at the "Tatum Tracts Open Space Park" abutting SH9 would not represent an impairment or a loss of function to the continued and future recreational use of the facilities and that mitigation measures described are acceptable.

Your response is requested by August 15, 2002.

Thank you for your help.

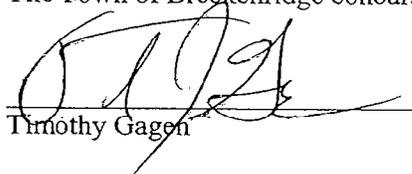
Sincerely,



Lisa Kassels
Project Manager, SH9 Frisco to Breckenridge EIS

Attachment: Parcel map

The Town of Breckenridge concurs with the above request on this date 8/14/, 2002.

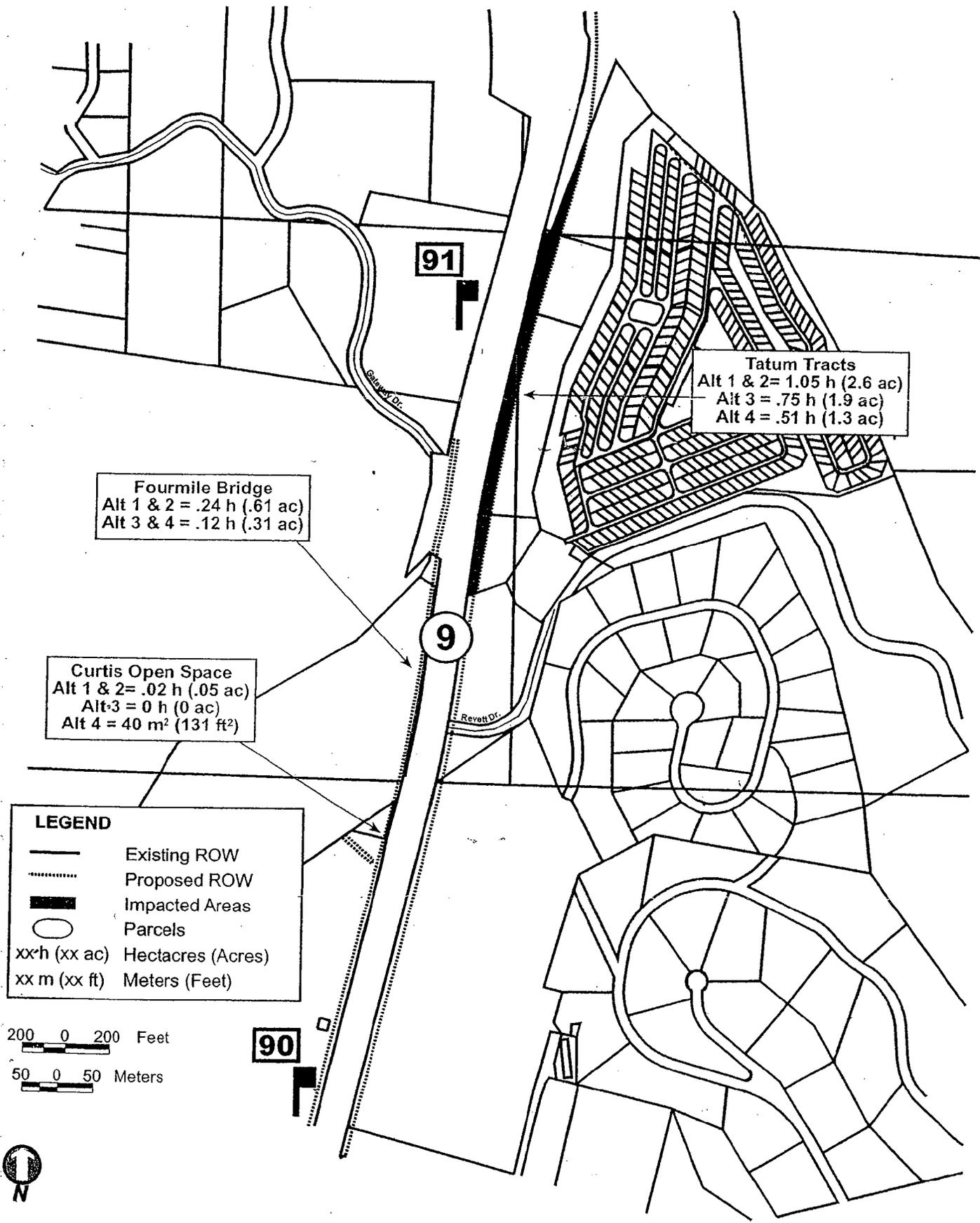


1
Timothy Gagen

CC: C.Joy, CDOT
J.Lostracco, Carter & Burgess
T.Robertson, Summit County OS&T
H.Andersen, Breckenridge OS&T

¹As per the conversation between Heide Andersen and Jill Schlaefer on August 8, 2002, this letter addresses the Curtis Open Space Park in addition to the Tatum Tracts. On the Curtis property, the Town concurs with the .05-acre maximum impact from any of the Highway 9 realignment alternative and support CDOT's mitigation recommendation of restoring any damaged land or resources in-kind.

 TG initials 8/14/02 date



Fourmile Bridge
 Alt 1 & 2 = .24 h (.61 ac)
 Alt 3 & 4 = .12 h (.31 ac)

Curtis Open Space
 Alt 1 & 2 = .02 h (.05 ac)
 Alt 3 = 0 h (0 ac)
 Alt 4 = 40 m² (131 ft²)

Tatum Tracts
 Alt 1 & 2 = 1.05 h (2.6 ac)
 Alt 3 = .75 h (1.9 ac)
 Alt 4 = .51 h (1.3 ac)

LEGEND

- Existing ROW
- Proposed ROW
- Impacted Areas
- Parcels

xx'h (xx ac) Hectares (Acres)
 xx m (xx ft) Meters (Feet)

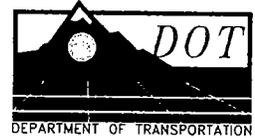
200 0 200 Feet
 50 0 50 Meters



STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX

FILE COPY
SH9 Agency Corr



July 1, 2002

Thomas A. Long
Chairman
Summit County Board of County Commissioners
P.O.Box 68
Breckenridge, CO 80424

Dear Mr. Long;

This letter constitutes a request for concurrence on the potential impacts and recommended mitigation measures for three Summit County park properties located along State Highway 9 due to highway realignments proposed in alternatives recommended from the SH9 Frisco to Breckenridge Environmental Impact Study. Highway realignment alternatives proposed in the SH9 EIS require modification of undeveloped land at the "Summit County Open Space Park" located south of Dickey Drive, "Fourmile Bridge Open Space Park", and "Tatum Tracts Open Space Park".

Impacts and Mitigation Recommendations

The "Summit County Open Space Park" proposed right-of-way (ROW) take would use about an average 25-foot wide strip of undeveloped, grassy land abutting roughly 1000 feet of existing SH9 ROW to construct toe slopes for roadway stability and facilitate the erosion control planning and maintenance. The maximum total area involves 0.38 acres. There would only be an impact in Alternatives 1 and 2. The recommended mitigation for this property is for disturbed areas to be restored to the original esthetic character and re-seeded with an appropriate native mix.

At "Fourmile Bridge Open Space Park", the proposed ROW take would use about a 10- to 30-foot wide strip abutting roughly 900 feet of the property. The total area involved varies from 0.61 to 0.31 acres of undeveloped grassy land. The size of the proposed take depends upon the highway alternative chosen. None of the proposed ROW takes affect Fourmile Bridge in-progress park development. The recommended mitigation for this property is for disturbed areas to be restored to the original esthetic character and re-seeded with an appropriate native mix.

"Tatum Tracts Open Space Park" is 13.2 acres in size and may require a ROW take that would vary from 2.6 acres in wide 4-lane Alternatives 1 and 2, 1.9 acres in narrow 4-lane Alternative 3, and 1.3 acres in Alternative 4 (2-lane). The impacted land would consist of a strip about 40-feet wide at the south end of the property to a worse-case 90-foot wide strip along the northern end between the highway and the Blue River. The southern half of the right-of-way take would involve removal of several mature pine trees. The recommended mitigation for this property includes an improved parking facility for 2-4 vehicles be constructed at an agreeable location on Tatum Tracts for fishing access to park property. CDOT recommends that the west bank of Blue River be landscaped with appropriate trees and shrubbery in addition to the restoration of all disturbed areas to an original aesthetic character and reseeded with native seed mix.

Request

It is CDOT's opinion that the proposed right-of-way takes required for various build alternatives in the SH9 EIS would not substantially impair the current or future use or functionality of the open space recreational properties described above.

Additionally, as discussed June 12, 2002 regarding potential 4(f) property ROW takes caused by the abovementioned highway realignment, the abovementioned mitigation measures for each property would be appropriate and agreeable mitigation.

CDOT requests written concurrence by signature below, that Summit County agrees that the above mentioned right-of-way takes of undeveloped land at the "New Summit County Open Space Park", "Fourmile Bridge Open Space Park", and "Tatum Tracts Open Space Park" abutting SH9 would not represent an impairment or a loss of function to the continued and future recreational use of the facilities and that mitigation measures described are acceptable.

Your response is requested by August 15, 2002.

Thank you for your help.

Sincerely,



Lisa Kassels

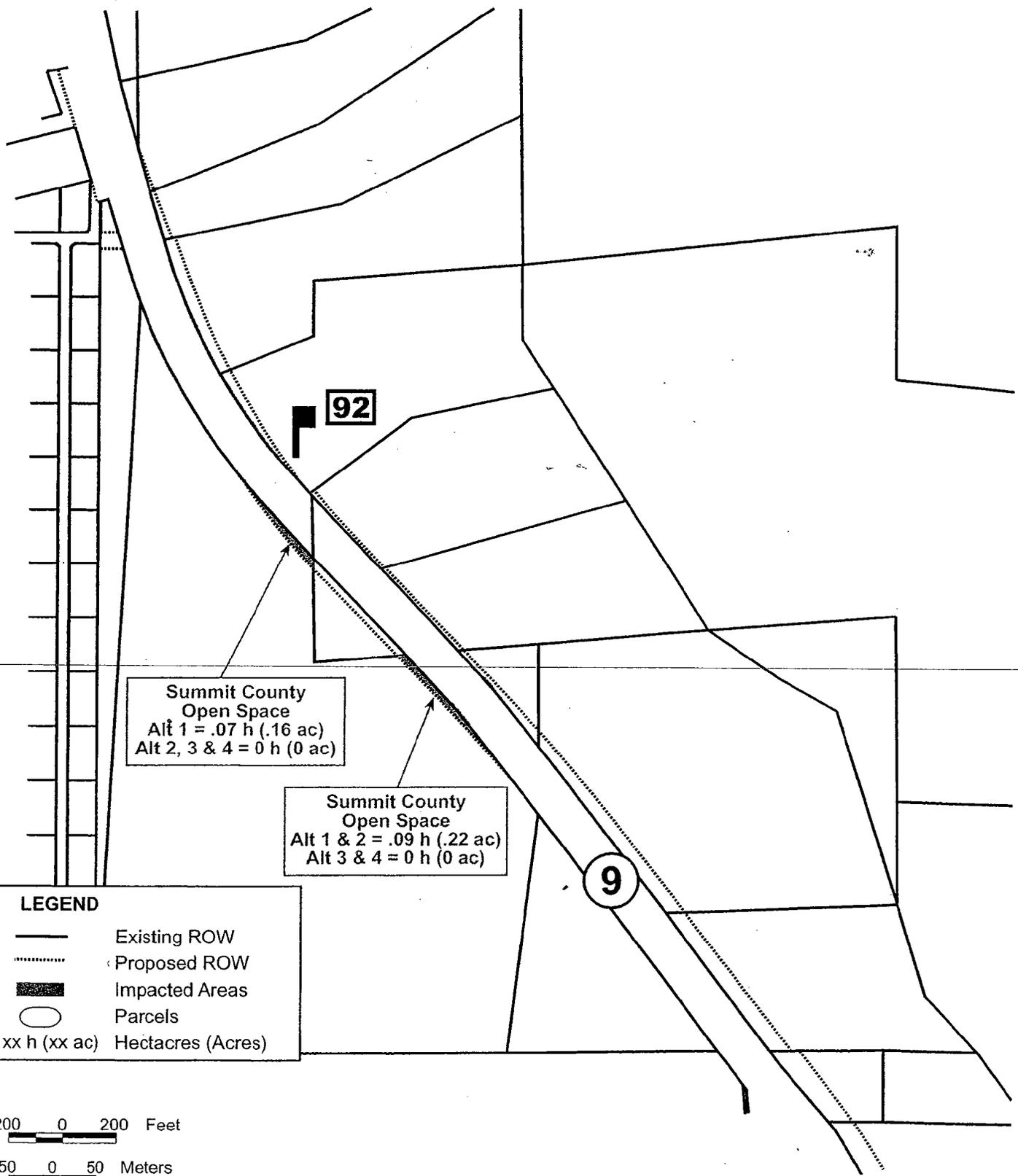
Project Manager, SH9 Frisco to Breckenridge EIS

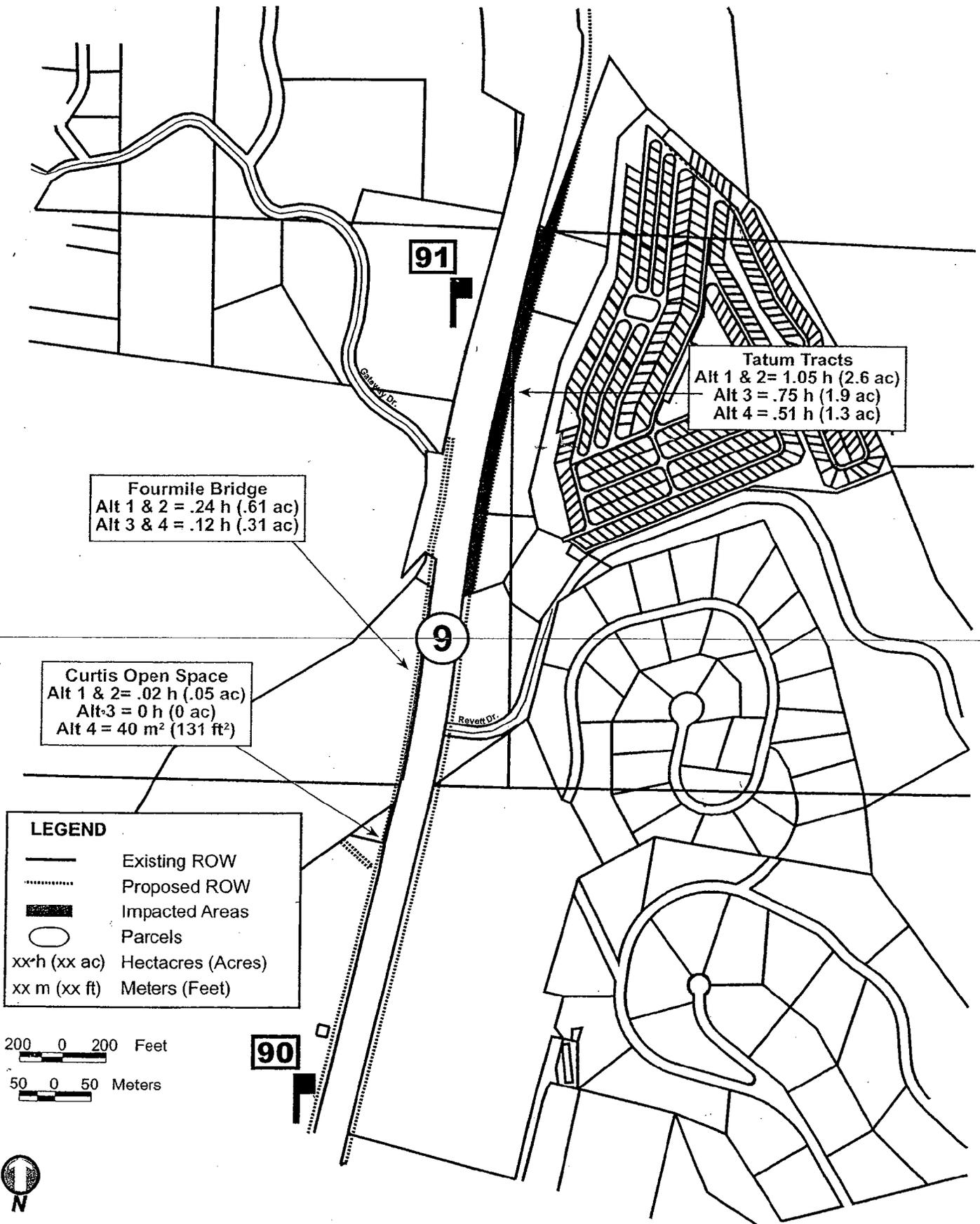
Attachment: Parcel maps

Summit County Board of County Commissioners concurs with the above request on this date _____, 2002.

Thomas A. Long

CC: C.Joy, CDOT
J.Lostracco, Carter & Burgess
T.Robertson, Summit County OS&T
H.Andersen, Breckenridge OS&T

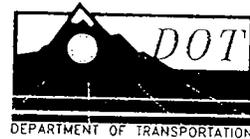




STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



July 1, 2002

Thomas A. Long
Chairman
Summit County Board of County Commissioners
P.O. Box 68
Breckenridge, CO 80424

Dear Mr. Long;

This letter constitutes a request for concurrence from the Board of County Commissioners regarding the relocation of the Summit County bicycle trail system proposed as mitigation measures for the Frisco-Farmer's Korner bike path and trail system located along State Highway 9 due to potential highway realignment proposed in alternatives recommended from the SH9 Frisco to Breckenridge Environmental Impact Study.

CDOT recommends relocation of 1090 feet of Frisco-Farmer's Korner bike path running from the old DSP&P Railroad grade through SH9 milepost 93.32 near the Summit County High School. CDOT proposes to acquire the USDA, Forest Service license agreement for the relocated bikeway alignment on property west of and adjacent to the Denver Water Board property at Iron Spring Hill. The new alignment would flow from the existing Frisco trail across the old church camp facility at Iron Spring Hill, along the grade of the existing unpaved road, bridge the drainage ravine, and transect the hillside southward toward the high school until it intersects again with the existing bike path. The attached photos illustrate this alignment.

The relocated bikeway would be constructed to have a 12-foot paved width, and would meet current pavement and shoulder conditions. A June 10, 2002 discussion with Todd Robertson of Summit County Open Space & Trails and Heide Andersen of Breckenridge Open Space & Trails recommended additional components to the bikeway mitigation: 1) remove abandoned path asphalt, 2) re-grade abandoned pathways and seed with native seed mix to return to original landscape character, and 3) construct/preserve a segment of old bike path near Dillon Placer Mine for historic interpretive trail spur, and 4) provide a 15-foot wide bridge clearance for snow-cat grooming equipment. CDOT will agree to each of these provisions, however, reserves the ability to revisit the bridge clearance request at the time of final design. This would provide for any fatal flaw design issues regarding span width, bridge approaches, and cost.

CDOT is of the opinion that the relocation will improve the safety of the recreational bicyclist and other users by removing the steep, treacherous downhill curve at milepost 93.54 where the existing trail intersects SH9 and by removing the bikeway from proximity with the highway. This relocated alignment will also provide better viewshed opportunities for recreationists as it traverses the White River National Forest and the flanks of Ten Mile Range.

Request

CDOT requests written concurrence by signature below, that the Summit County Board of County Commissioners agree that the above mentioned bikeway relocation and mitigation measures would be acceptable to the County for potential highway realignment impacts resulting from proposed highway alternatives to the bicycle trail system within unincorporated Summit County.

Your response is requested by August 15, 2002.

Thank you for your help.

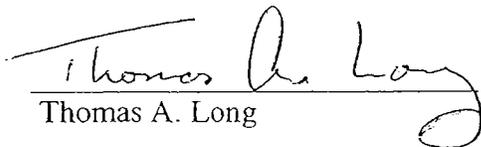
Sincerely,



Lisa Kassels
Project Manager, SH9 Frisco to Breckenridge EIS

Attachment: Bikeway relocation map and photos

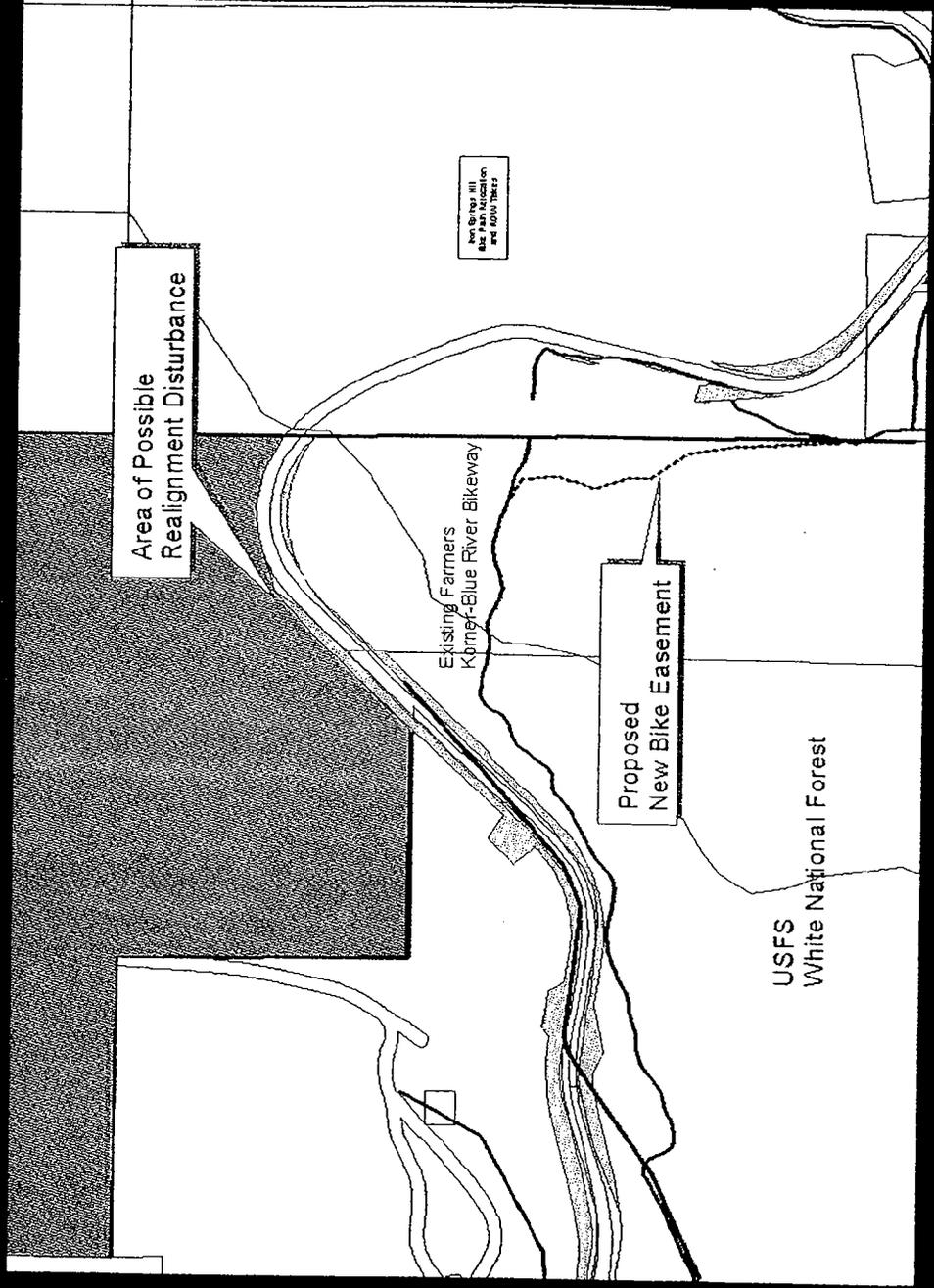
The Summit County Board of County Commissioners concurs with the above request on this date 8/15, 2002.



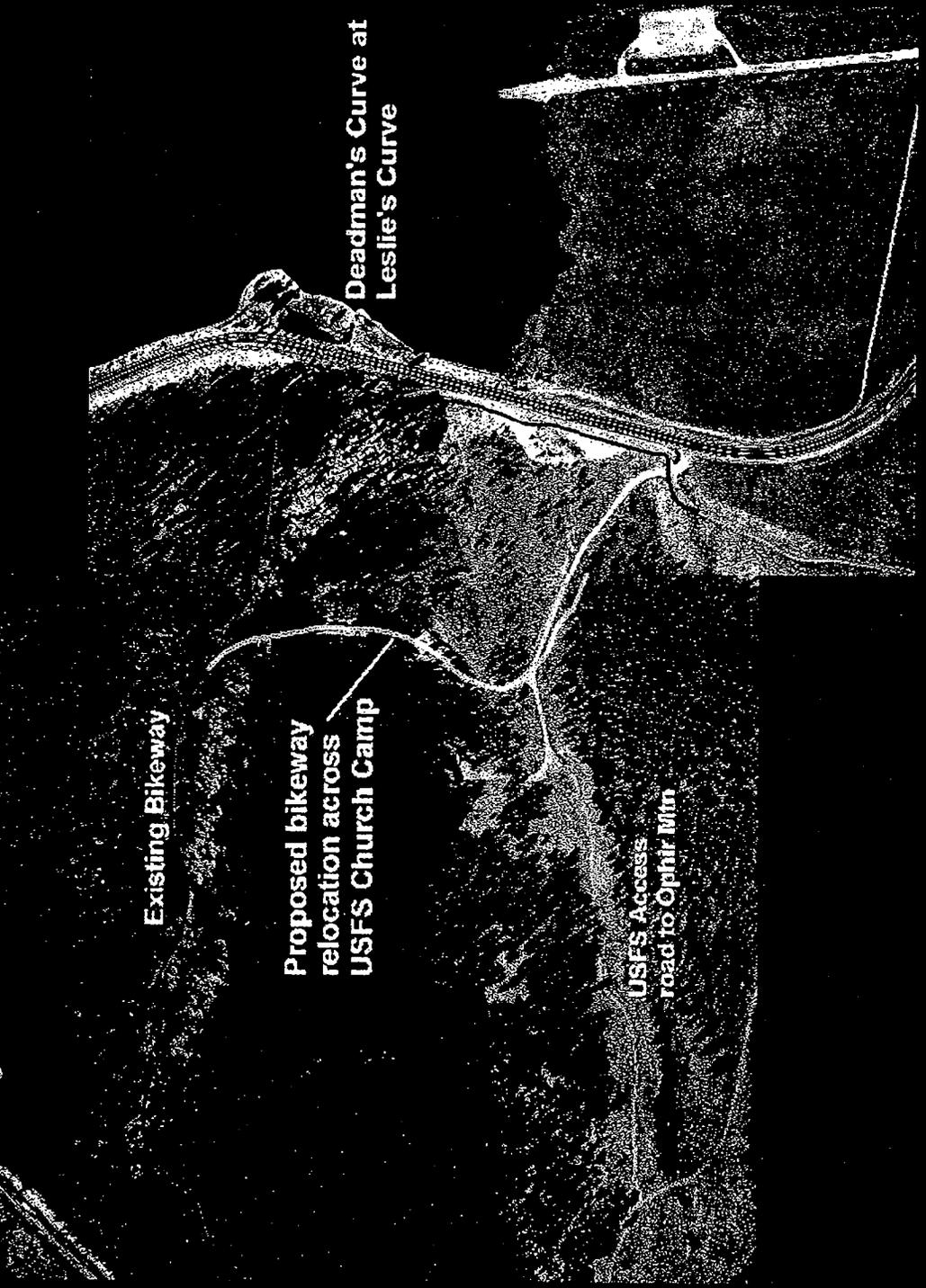
Thomas A. Long

cc: C.Joy, CDOT
J.Lostracco, Carter & Burgess
T.Robertson, Summit County OS&T
H.Andersen, Breckenridge OS&T

Map of Valley Brook Bikeway Alternate Relocation



Overview of Leslie's Curve Bikeway Alternate Relocation



Existing Bikeway

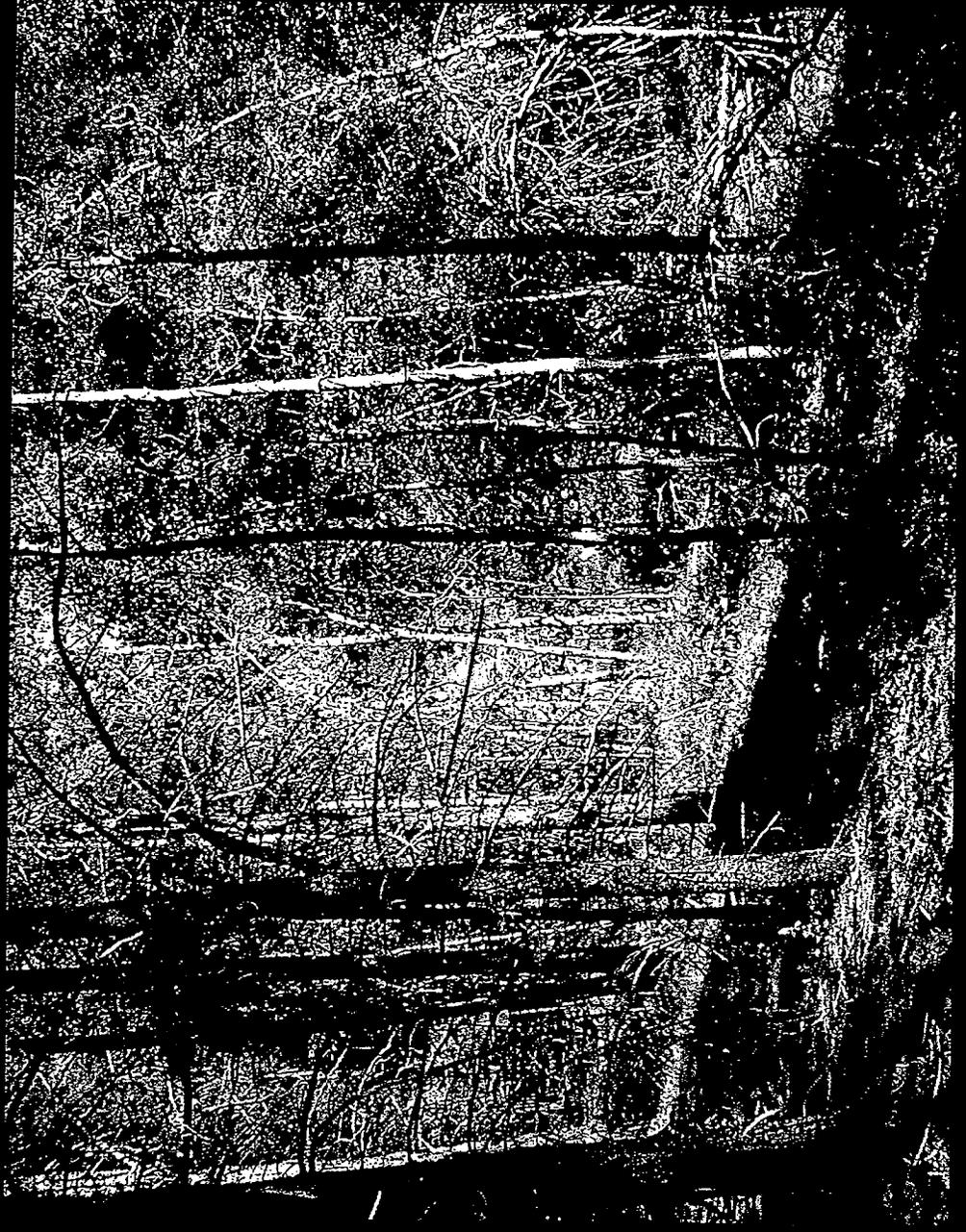
Proposed bikeway
relocation across
USFS Church Camp

USFS Access
road to Ophir Mtn

Deadman's Curve at
Leslie's Curve

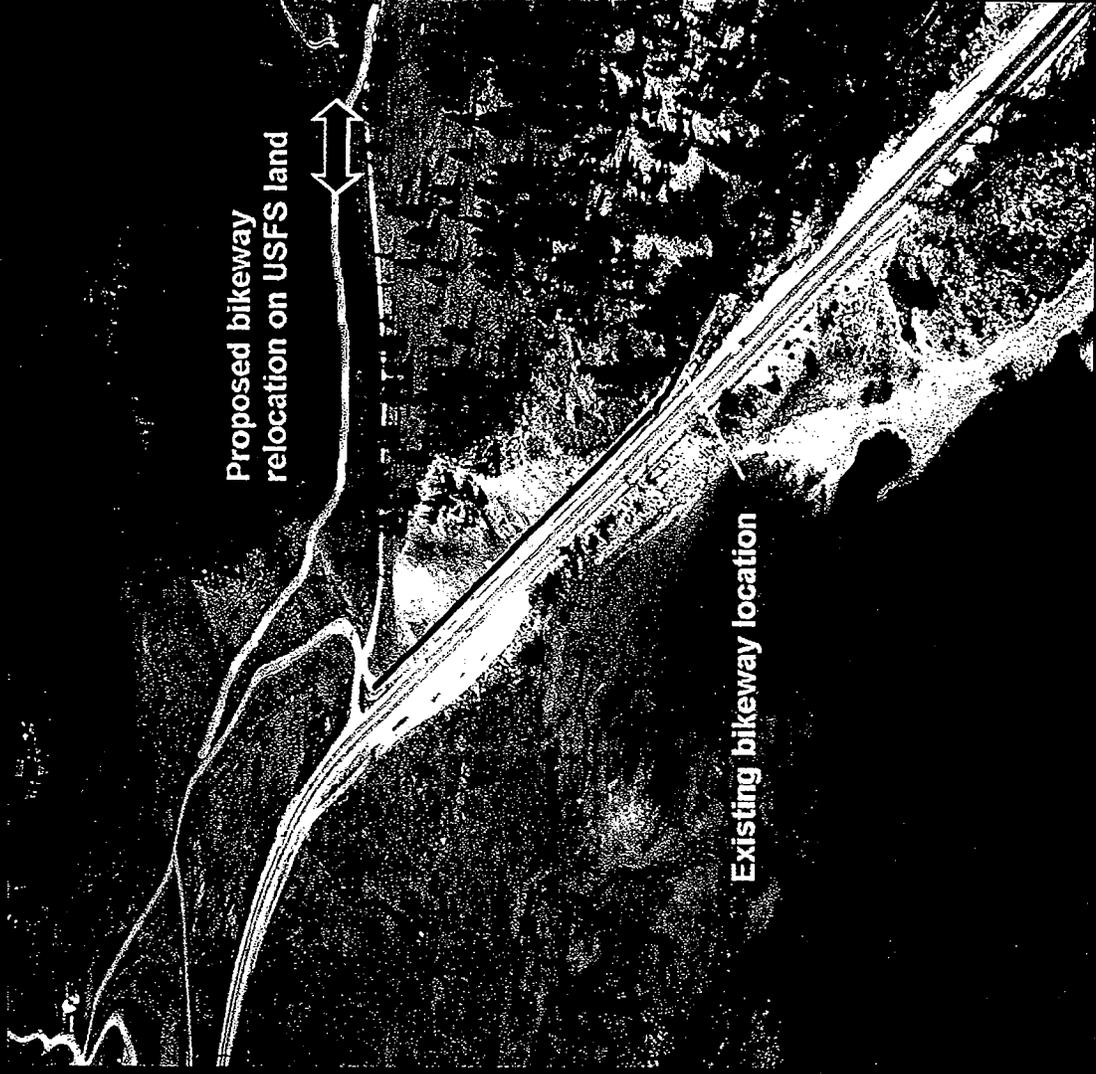
Details Leslie's Curve Alternate Relocation

Original bikeway can be seen faintly in background (red highlight). New bikeway would traverse hill in foreground to approach razed Church Camp building.

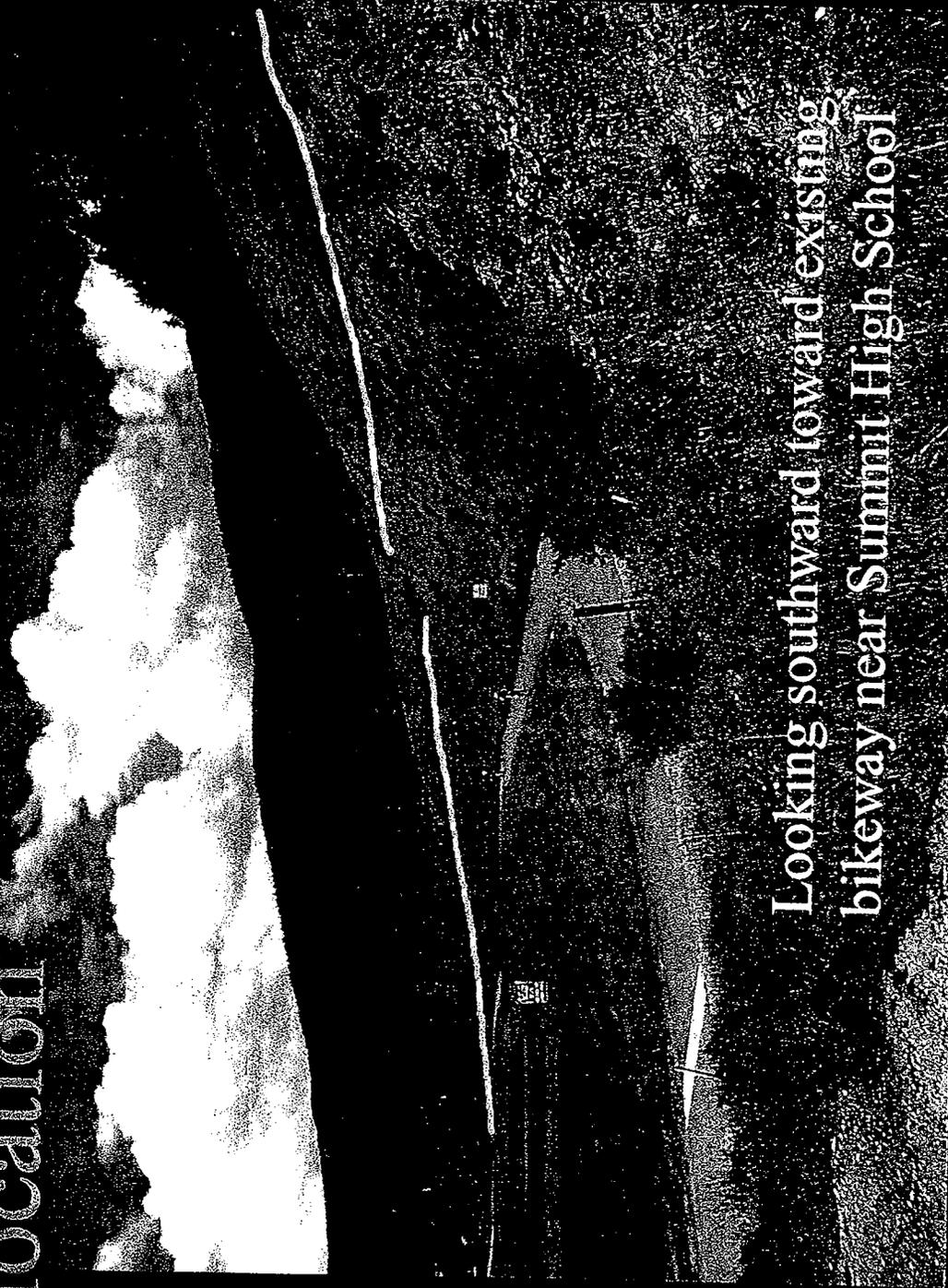


Details Leslie's Curve Alternate Relocation

Bikeway would follow existing Church Camp road from north and cross ravine at blue arrow. The



Details Leslie's Curve Alternate Relocation



Looking southward toward existing
bikeway near Summit High School

Request

It is CDOT's opinion that the proposed right-of-way takes required for various build alternatives in the SH9 EIS would not substantially impair the current or future use or functionality of the open space recreational properties described above.

Additionally, as discussed June 12, 2002 regarding potential 4(f) property ROW takes caused by the abovementioned highway realignment, the abovementioned mitigation measures for each property would be appropriate and agreeable mitigation.

CDOT requests written concurrence by signature below, that Summit County agrees that the above mentioned right-of-way takes of undeveloped land at the "New Summit County Open Space Park", "Fourmile Bridge Open Space Park", and "Tatum Tracts Open Space Park" abutting SH9 would not represent an impairment or a loss of function to the continued and future recreational use of the facilities and that mitigation measures described are acceptable.

Your response is requested by August 15, 2002.

Thank you for your help.

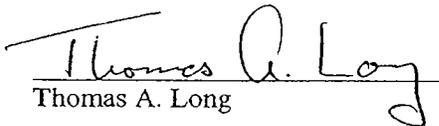
Sincerely,



Lisa Kassels
Project Manager, SH9 Frisco to Breckenridge EIS

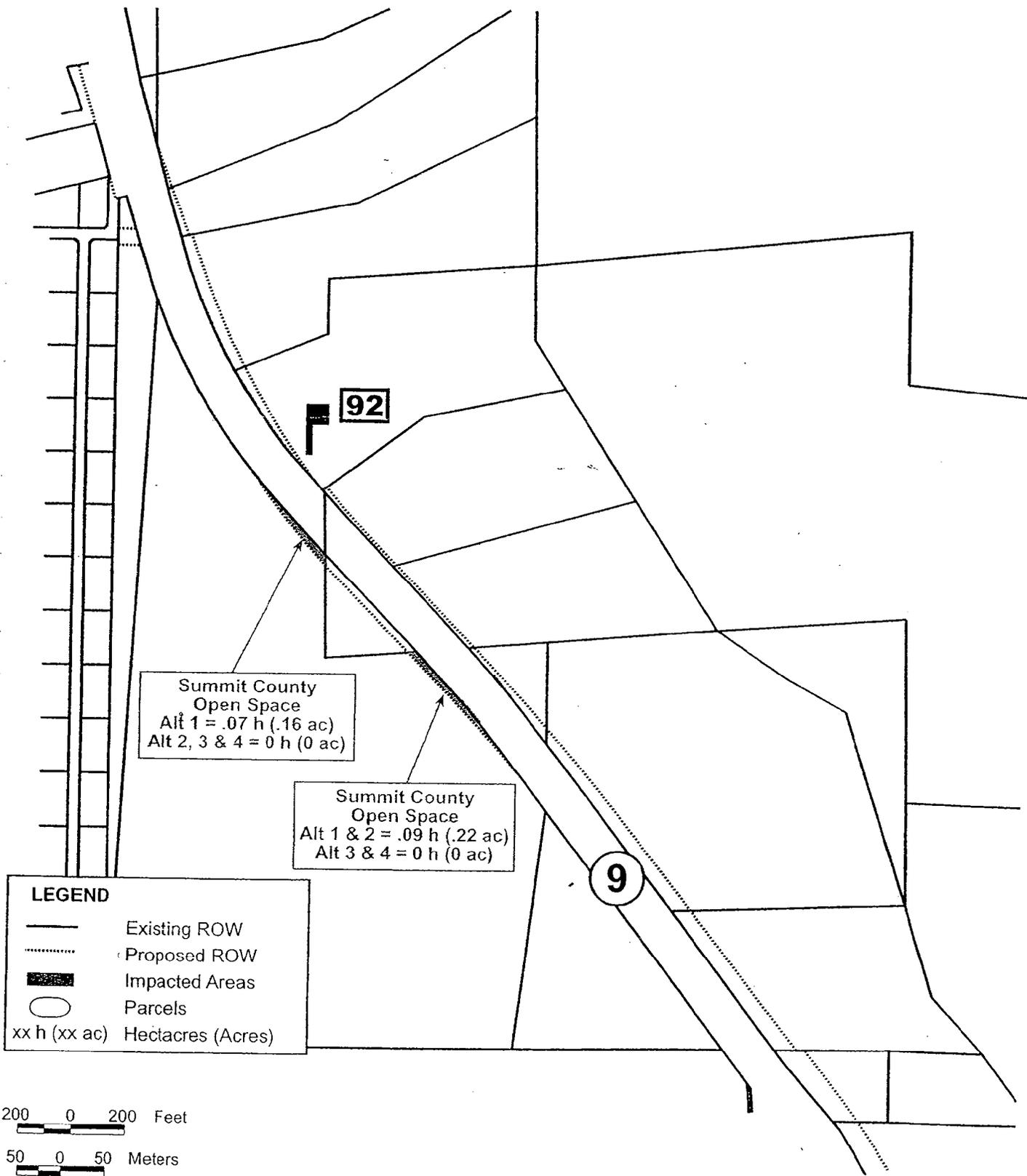
Attachment: Parcel maps

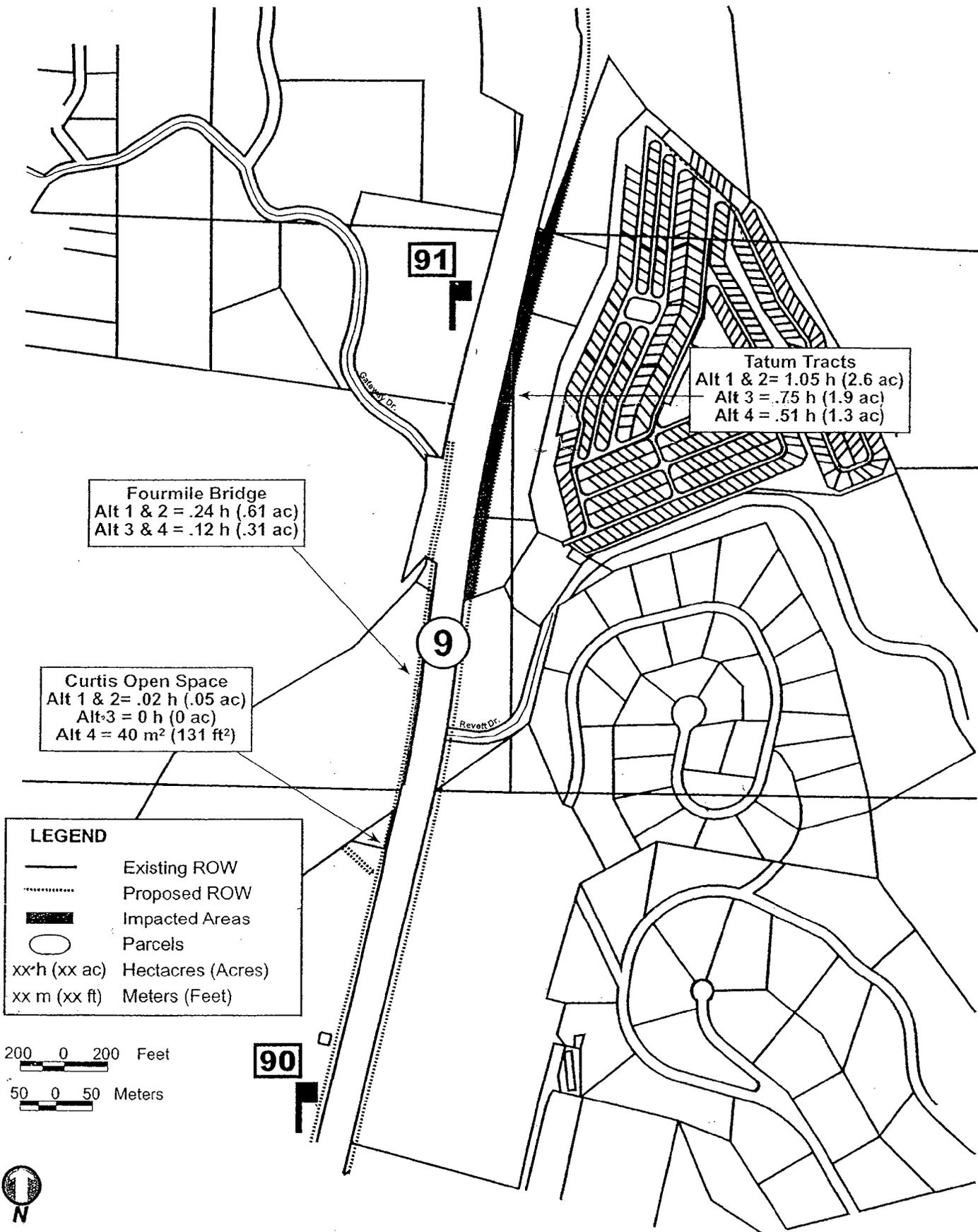
Summit County Board of County Commissioners concurs with the above request on this date 8/15, 2002.



Thomas A. Long

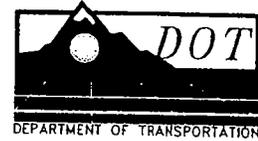
CC: C.Joy, CDOT
J.Lostracco, Carter & Burgess
T.Robertson, Summit County OS&T
H.Andersen, Breckenridge OS&T





STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



July 1, 2002

Tim Mack
Acting Town Manager
P.O.Box 4100
Town Hall, 1st & Main
Frisco, CO 80443

Dear Mr. Mack;

This letter constitutes a request for concurrence on the potential impacts and recommended mitigation measures for the Frisco Nordic Center and Recreation Area located along State Highway 9 due to highway realignments proposed in alternatives recommended from the SH9 Frisco to Breckenridge Environmental Impact Study. Highway realignment alternatives proposed in the SH9 EIS require modification of undeveloped land along the Nordic Center property fringe.

Impacts and Mitigation Recommendations

The Frisco Nordic Center and Recreation Area proposed right-of-way (ROW) take would use about an average 70- to 100-foot wide strip of undeveloped, grassy land abutting existing SH9 ROW to construct toe slopes for roadway stability and facilitate the erosion control planning and maintenance. The maximum total area involves 9.3 acres with the wider 4-lane options in Alternatives 1 and 2, 7.5 acres with the narrow 4-lane Alternative 3, and 5.6 acres with the 2-lane modified Alternative 4. The recommended mitigation for this property is for disturbed areas to be restored to the original esthetic character and re-seeded with an appropriate native mix. Toe slopes and surface disturbances will be minimized while maintaining safety standards and erosion control. Any disturbed trails or established recreational pathways would be replaced to a mutually agreeable site by CDOT.

CDOT would work cooperatively with Frisco to accommodate any future or planned development within the recreational area with the final highway alignment design to assure no loss or impairment of recreational area use or function.

Request

It is CDOT's opinion that the proposed right-of-way takes required for various build alternatives in the SH9 EIS would not substantially impair the current or future use or functionality of the open space recreational properties described above.

Additionally, as discussed June 10, 2002 regarding potential 4(f) property ROW takes caused by the SH9 highway realignment, the abovementioned mitigation measures for each property would be appropriate and agreeable mitigation.

CDOT requests written concurrence by signature below, that the Town of Frisco agrees that the above mentioned right-of-way takes of undeveloped land at the "Frisco Nordic Center and Recreation Area" abutting SH9 would not represent an impairment or a loss of function to the continued and future recreational use of the facilities and that mitigation measures described are acceptable.

Your response is requested by August 15, 2002.

Thank you for your help.

Sincerely,



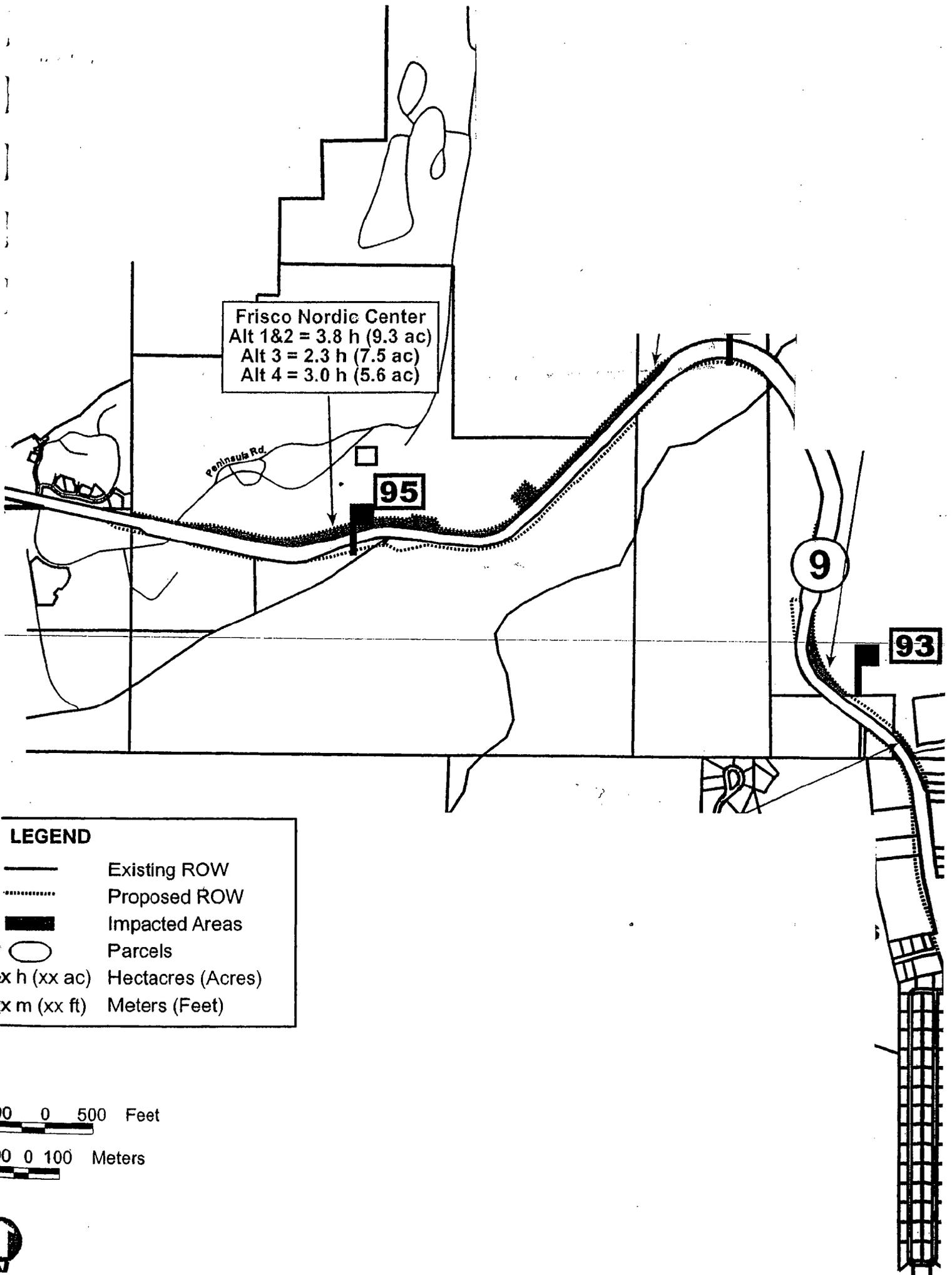
Lisa Kassels
Project Manager, SH9 Frisco to Breckenridge EIS

Attachment: Parcel map

The Town of Frisco concurs with the above request on this date _____, 2002.

Timothy Mack

CC: T. Casey, Assistant Town Manager
C. Joy, CDOT
J. Lostracco, Carter & Burgess





**COLORADO
HISTORICAL
SOCIETY**

RECEIVED
JUL 23 2002

BY:.....

The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137

July 10, 2002

Lisa Kassels, Project Manager
State of Colorado, Department of Transportation, Region 1
18500 East Colfax
Aurora, Colorado 80011

cc: Jeanette L.
Tracey M.
SH9 File

Re: SH 9 Frisco to Breckenridge Draft Environmental Impact Statement

Dear Ms. Kassels:

Thank you for your letter dated June 4, 2002 that included that opportunity to comment on the SH 9 draft Environmental Impact Statement (EIS).

As you know, our letter to you dated March 30, 2001 listed six properties in the Area of Potential Effect that are eligible for or listed on the National Register of Historic Places:

- Summit Power House (SST.759)
- Denver Water Board House (SST.761)
- Dredge Piles along Blue River (SST.763)
- Denver, South Park and Pacific RR Grade (SST.395.4)
- Dillon Placer Mine (SST.833)
- Breckenridge Historic District (SST.510) This is a listed property.

In the March 30, 2001 letter, we concurred with your assessment that the four "build" options proposed for this project would have no adverse effect on the Breckenridge Historic District and the DSP&P RR Grade. In addition, we stated that the other National Register-eligible properties will not be affected by any of the "build" options.

Our opinion is not changed by the option set forth in the draft EIS.

If you have any questions or comments, please contact Dan Corson of our office at (303) 866-2673, dan.corson@chs.state.co.us

Very truly yours,

For *Mark Wolfe*
Georgianna Contigulgia
State Historic Preservation Officer

OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

303-866-3392 * Fax 303-866-2711 * E-mail: oahp@chs.state.co.us * Internet: <http://www.coloradohistory-oahp.org>

Fax

To: Paul Semmer, FS Dillon Ranger District **From:** Jill Schlaefer

Fax: 970.468.7735 **Pages:** 5

Phone: 970.468.5400 **Date:** 7/11/2002

Re: SH9 Frisco to Breck Bikepath Relocation **CC:** Todd Robertson, SC Open Space & Trails
Proposal at Leslie's Curve

Urgent **For Review** **Please Comment** **Please Reply** **Please Recycle**

● **Comments:**

Good Morning Paul,

Speaking with Todd this morning I understand there was some concern over the relocation of the Frisco-Farmer's Korner bike path across FS land at Leslie's Curve. Late in 2000 and early 2001 we had talked rather extensively about this issue and I thought resolved that the FS would be willing to entertain a license agreement along the periphery of the property that was adjacent to the Denver Water Board Property as shown in the attached map. I have attached the correspondence related to our understanding. Please do not hesitate to call to discuss your concerns with this relocation issue. As the change in ownership of the DWB land is now possible, there may be more flexibility to our bike path relocation alignment than there was previously. I do apologize if this has caused you any difficulties. Jill



TOWN of FRISCO

P.O. Box 4100 • Frisco, Colorado 80443

August 8, 2002

Lisa Kassels
Project Manager, SH9 Frisco to Breckenridge EIS
Colorado Department of Transportation
Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, CO 80011-8017

Dear Lisa:

On behalf of the Frisco Town Council, I am responding to your letter dated July 1, 2002.

My understanding is that you are requesting concurrence with Colorado Department of Transportation's proposal for the potential impacts and recommended mitigation measures along SH9 contiguous to the Peninsula Recreation Area as it relates to widening the SH9 corridor. Those mitigation measures would include restoring disturbed areas to the original esthetic character, re-seeding of same, maintaining safety standards, erosion control and replacing disturbed trails and established pathways to a mutually agreeable location. Concerning those impacts and mitigation, the Town of Frisco is in concurrence.

We also understand that CDOT will be required to acquire this land from the Town of Frisco, utilizing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 & 100-17), as stated in the State Highway 9 Draft Environmental Impact Statement & 4(f) Evaluation.

As background, I want to let you know that in 1992, the Town of Frisco obtained 217 acres of land known as the Peninsula Recreation Area, through the Homestake Land Exchange at a cost of \$1,250,000.00. The Town believes that it has a fiduciary obligation to protect this resource and will expect a monetary sum or other mutually agreed upon remuneration for its conveyance.

Lisa Kassels
Project Manager, SH9 Frisco to Breckenridge EIS
Colorado Department of Transportation
July 29, 2002
Page Two

Further complicating any conveyance of this land is the fact that the Town Charter, Section 14-3 states: Limitations on Sale or Lease of Town-owned Park Property. *No property used for park purposes and maintained by the Town as a park, in which fee ownership is now or hereafter vested in the Town, shall be sold or leased unless the question of such sale or lease is first approved by a majority of the registered electors voting thereon at a regular or special election. Nothing herein shall limit the Council's power to grant any licenses, permits or easements with respect to such property.*

While the Town of Frisco is in support of the SH9 highway project, the issue of conveyance will need to be discussed further. I look forward to discussing these issues with you at your convenience. I am available at (970) 668-5276, ext. 3033 and/or my e-mail address at tim@townoffrisco.com.

Sincerely,

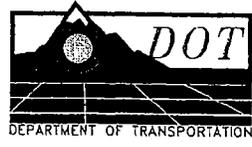


Tim Mack
Interim Town Manager

CC: Town Council
Management Team
File

MEMORANDUM

DEPARTMENT OF TRANSPORTATION
Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9655
303-757-9746 FAX



August 13, 2002

Paul Semmer
Dillon Ranger District
USDA, Forest Service
P.O.Box 620
680 Blue River Parkway
Silverthorne, CO 80498

Dear Paul,

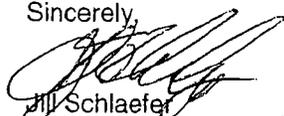
Thank you for discussing your concerns with the SH9 Frisco to Breckenridge Draft EIS issues at the Gold Hill Trailhead. To recap we clarified the lack of actual Gold Hill Trailhead disturbance and discussed details relating to potential parking lot changes due to the Gateway Drive safety realignment proposed with the SH9 alternatives at the intersection of Gateway Drive and SH9 near milepost 90.9.

We agreed in principle that the CDOT proposal to relocate and improve the dirt 12 to 20 space parking lot to the opposite side of Gateway Drive after the safety realignment would be an improvement to the facility. Current parking for the trailhead is informal and located north of Gateway Drive on CDOT right-of-way, USFS roadway easement, and private property. This proposal would not include a 4(f) take of recreational property or trailhead because the permanent physical disturbances are well away from the trailhead. The parking lot is not the trailhead.

The relocated parking facility would be south of the new Gateway Drive alignment on a revised Forest Service approved easement and would include paved parking for 12-20 vehicles. Signing for the trailhead and the disposition of the school bus drop-off area (one of the other current uses of the parking lot) should be included in the EIS discussion of the Gold Hill Trailhead area improvements. The discussion of the trailhead area improvements should be included within the Pedestrian Facilities section of the EIS.

The Forest Service concerns that remain unresolved include some trail map inaccuracies and a need to embellish the trails discussion as it relates to the importance of the Colorado and Gold Hill Trailhead in the SH9 corridor.

I appreciate the time you have spent discussing these items. Thanks!

Sincerely,

Jill Schlaefer

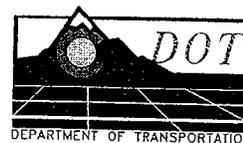
Attachments: Contact summary for FS meeting of August 16, 2000.
Letter from P.Semmer to J.Schlaefer August 17, 2000.
Preliminary design map illustrating Gateway Drive safety realignment.

Cc: E.Vinson, FHWA, B.Pinkerton, CDOT, L.Kassels, CDOT, J.Lostracco, Carter-Burgess

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9156
303-757-9746 FAX



December 27, 2002

Jamie E. Connell
District Ranger
USDA, Forest Service
Dillon Ranger District
P.O.Box 620
680 Blue River Parkway
Silverthorne, CO 80498

Dear Ms. Connell:

Thank you for your prompt response to State Highway 9 issues relating to the SH9 Frisco to Breckenridge Environmental Impact Study. Although CDOT and the Dillon Ranger District have completed discussions regarding potential impacts to Section 4(f) status Forest Service properties along this corridor, it has recently come to our attention that one outstanding property has been omitted: parcel #100065, the location of the old Denver South Park and Pacific Railroad grade. This abandoned railroad grade is considered eligible for the National Register of Historic Places by virtue of its contribution to the historic development of Summit County and area mining industry, thereby qualifying as a Section 4(f) historic property. This alignment would therefore require USFS concurrence on the assessment of degree of impact, and a mitigation plan for the disturbance.

The Preferred Alternative would potentially take a segment of the railroad grade 120 feet long that lies within USFS property denoted as Parcel 100065 (see attachment). The Colorado State Historic Preservation Officer has already determined on March 30, 2001 that there is "no adverse effect". (This SHPO phrase is synonymous with no perceivable impact to the historic integrity of the property.) Much of the remaining railroad grade is utilized for the Frisco-Farmer's Korner Bikeway. CDOT considers that any disturbance due to SH9 realignment will not result in impairment to the use of the overall property. CDOT proposes that all disturbed areas will be restored to the original esthetic character and re-seeded with an appropriate native mix.

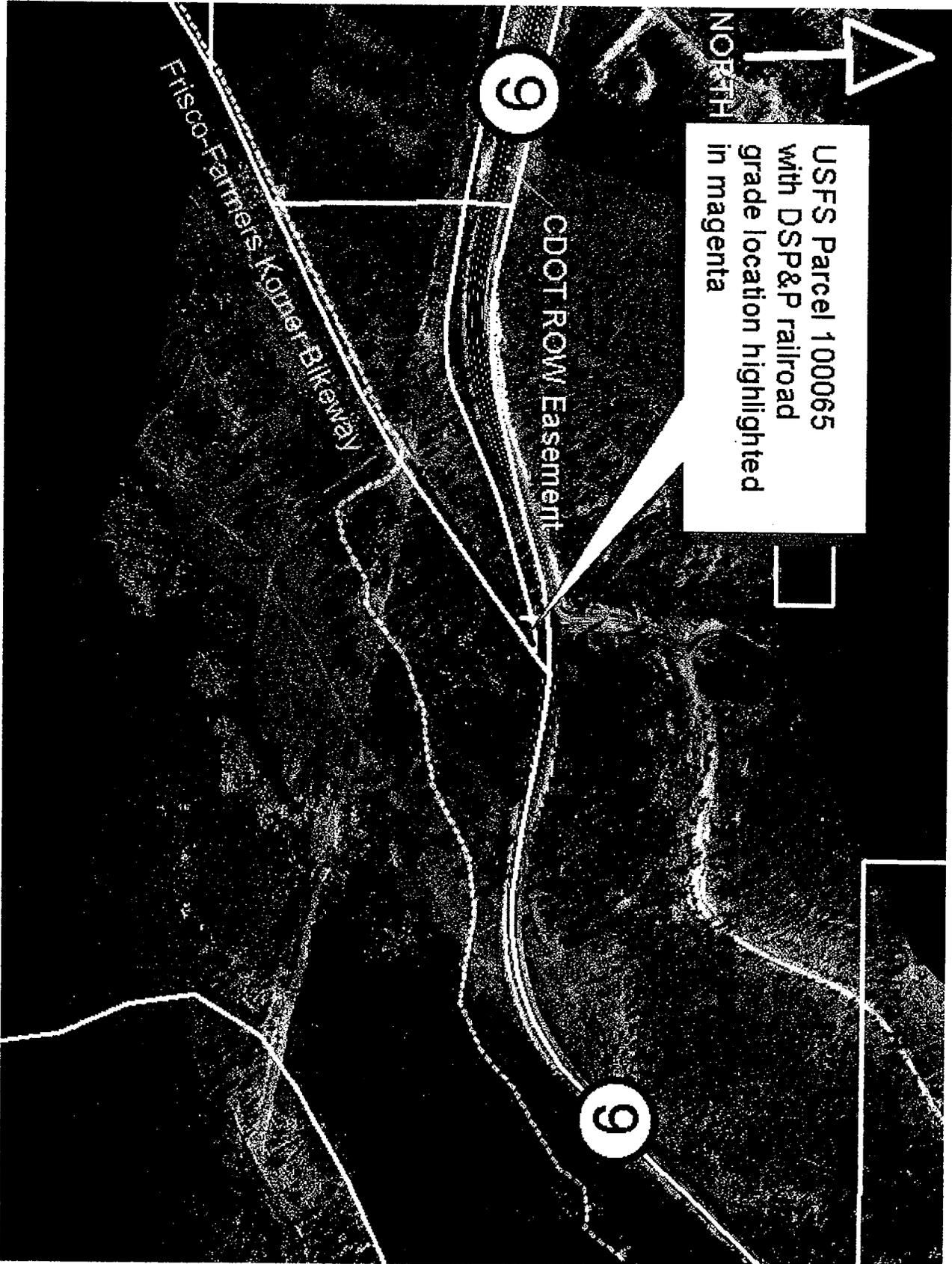
CDOT requests a written concurrence that the portion of parcel 100065 that contains the DSP&PRR grade being directly impacted by the Preferred Alternative highway realignment of the SH9 Frisco to Breckenridge EIS will not impair the functionality or overall use of the property, and agreement with the mitigation proposal to repair and restore native vegetation to all disturbed areas by February 1, 2003.

Thank you very much for your attention to this matter.

Sincerely,

Lisa Kassels
Project Manager

Attachment: Parcel map and location of bike trail alignments.
cc: C.Joy, CDOT; J.Lostracco,CB; P.Semmer, USFS



USFS Parcel 100065
with DSP&P railroad
grade location highlighted
in magenta

9

9

NORTH

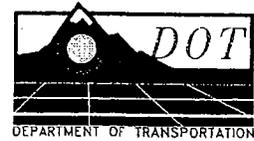
Frisco-Farmers Komer Bikeway

CDOT ROW Easement

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
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December 27, 2002

Jamie E. Connell
District Ranger
USDA, Forest Service
Dillon Ranger District
P.O.Box 620
680 Blue River Parkway
Silverthorne, CO 80498

Dear Ms. Connell:

Thank you for your prompt response to State Highway 9 issues relating to the SH9 Frisco to Breckenridge Environmental Impact Study. Although CDOT and the Dillon Ranger District have completed discussions regarding potential impacts to Section 4(f) status Forest Service properties along this corridor, it has recently come to our attention that one outstanding property has been omitted: parcel #100065, the location of the old Denver South Park and Pacific Railroad grade. This abandoned railroad grade is considered eligible for the National Register of Historic Places by virtue of its contribution to the historic development of Summit County and area mining industry, thereby qualifying as a Section 4(f) historic property. This alignment would therefore require USFS concurrence on the assessment of degree of impact, and a mitigation plan for the disturbance.

The Preferred Alternative would potentially take a segment of the railroad grade 120 feet long that lies within USFS property denoted as Parcel 100065 (see attachment). The Colorado State Historic Preservation Officer has already determined on March 30, 2001 that there is "no adverse effect". (This SHPO phrase is synonymous with no perceivable impact to the historic integrity of the property.) Much of the remaining railroad grade is utilized for the Frisco-Farmer's Korner Bikeway. CDOT considers that any disturbance due to SH9 realignment will not result in impairment to the use of the overall property. CDOT proposes that all disturbed areas will be restored to the original esthetic character and re-seeded with an appropriate native mix.

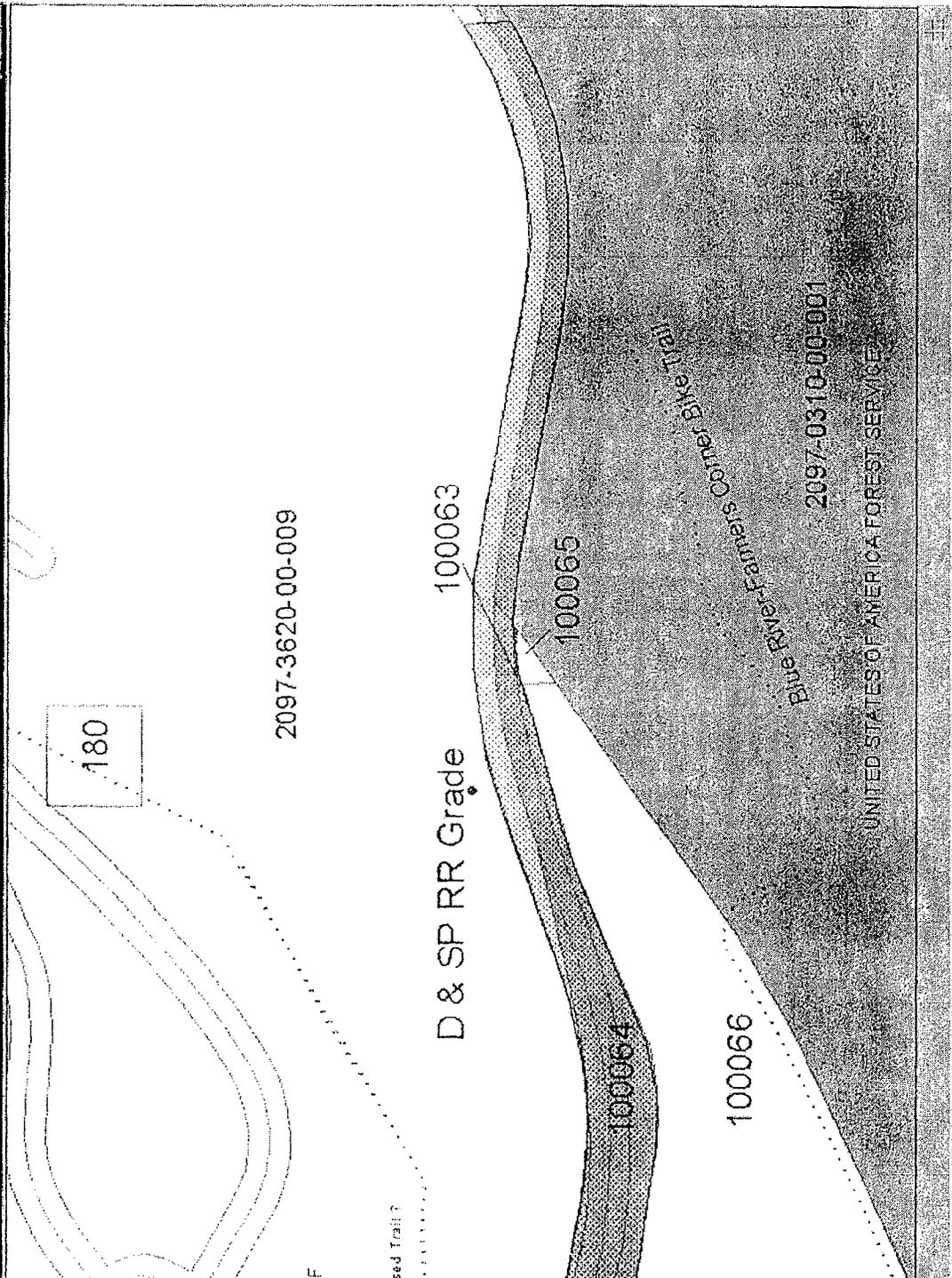
CDOT requests a written concurrence that the portion of parcel 100065 that contains the DSP&PRR grade being directly impacted by the Preferred Alternative highway realignment of the SH9 Frisco to Breckenridge EIS will not impair the functionality or overall use of the property, and agreement with the mitigation proposal to repair and restore native vegetation to all disturbed areas by February 1, 2003.

Thank you very much for your attention to this matter.

Sincerely,

Lisa Kassels
Project Manager

Attachment: Parcel map and location of bike trail alignments.
cc: C.Joy, CDOT; J.Lostracco,CB; P.Semmer, USFS



View1
 TrafficBase.shp
 TrafficBase1.shp
 Plkire.shp
 CompFire01.shp
 Hsfor02.shp
 Entire01.shp
 Hsfor01.shp
 Hsfor02.shp
 Bkoth_02.shp
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 COLORADO
 COLORADO
 COLORADO



United States
Department of
Agriculture

Forest
Service

White River
National
Forest

Dillon Ranger District
P.O. Box 620
680 Blue River Parkway
Silverthorne, CO 80498
(970) 468-5400
FAX (970) 468-7735

File Code: 2730-2

Date: January 17, 2003

Lisa Kassels
Project Manager
Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, CO 80011-8017

FILE COPY
SH9

RECEIVED
JAN 24 2003
BY: *AK*

Dear Lisa,

I am writing in response to your December 27, 2002 letter concerning a portion of the Denver South Park and Pacific Railroad (DSP &PR) grade on National Forest within the project limits of the SH9 Frisco to Breckenridge EIS. I understand that the segment of the railroad grade, parcel #100065, was inadvertently omitted in the listing of Section 4(f) properties. The segment of the railroad has been identified as eligible for the National Register of Historic Places by virtue of its contribution to the historic development of Summit County, and thereby qualifies as a Section 4(f) historic property.

The Preferred Alternative for the highway project would potentially eliminate a segment of the railroad grade, 120 feet long that lies on the National Forest. You indicate that the Colorado State Historic Preservation Officer has determined that there is "no adverse effect" to the proposed action. CDOT proposes that all disturbed areas will be restored to the original aesthetic character and re-seeded with an appropriate native seen mix.

I concur that the portion of parcel 100065 that contains the Denver, South Park and Pacific railroad grade being directly impacted by the Preferred Alternative highway realignment of the SH9 Frisco to Breckenridge EIS will not impair the functionality or overall use of the property. In addition, I agree with the mitigation proposed to repair and restore native vegetation to all disturbed areas.

Sincerely,

MICHAEL C. LIU
Acting District Ranger





RECEIVED APR 01 2003

March 28, 2003

Lisa Kassels
Colorado Department of Transportation, Region 1
18500 East Colfax Avenue
Aurora, CO 80011-8017

Dear Ms. Kassels:

The Town of Breckenridge would like to express its support and approval of the use of the Block 11 parcel, now owned by the Town, for the potential re-alignment of the Blue River Bikepath between Valley Brook Road and County Road 3 (CR 3).

CDOT and the Town have discussed several different options in terms of the bikepath re-alignment. One option is to have the path cross the Blue River over a bridge north of Valley Brook Road and run downslope of Highway 9 on the east side of the river all the way to CR 3. The other option that was discussed was an alignment where the path would stay on the west side of the river near the top of the embankment on Block 11 all the way until CR 3.

It remains to be seen what will become of our master planning efforts for the Block 11 property. Despite the resulting outcome, the Town will commit to allowing for an alignment on the Block 11 property. In the meantime, we will continue to work with CDOT to determine an alignment that provides the safest and best experience possible for bikepath users.

Sincerely,

A handwritten signature in black ink, appearing to read "Timothy J. Gager".

Timothy J. Gager
Town Manager

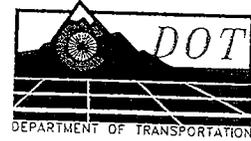
TJG:pb

Cc: Jill Schlaefer, CDOT
Peter Grosshuesch
Eric Guth
Heide Andersen

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
 18500 East Colfax Avenue
 Aurora, Colorado 80011-8017
 303-757-9156
 303-757-9746 FAX



June 16, 2003

Mr. Timothy Gagen,
 Town Manager
 Mr. Eric Guth,
 Town Engineer
 Town of Breckenridge
 P.O. Box 168
 Breckenridge, CO 80424

Gentlemen:

This letter is to clarify CDOT plans for the Blue River Bikeway segment relocation from between Valley Brook Drive and Coyne Valley Road. The Town of Breckenridge has indicated that an alignment that lies on the future Airport (Block 11) Open Space property located west of the Blue River in north Breckenridge is the preferred bikeway relocation site. CDOT has previously staked and acquired Town approval for an abbreviated realignment of the original bikeway within the Blue River Reclamation area.

Original Bikeway Relocation

Two bikeway segments would require moving the existing Blue River Bikeway onto the Blue River Reclamation property. CDOT has met with the Town to determine the optimum bikeway alignment through these parcels. All conditional Town requirements were met by a) conducting field inspection of proposed bikeway alignment (July 23, 2001), b) supplying aerial photography and maps of proposed changes (August 2001) and c) staking alignment on ground (Sept. 18, 2001). The changes were proposed as follows: (1) The existing bikeway at Coyne Valley Road would have to be moved to allow the construction of retaining walls. The new 675-foot segment of the Blue River Bikeway would traverse a grassy terrace located above the river and any associated wetlands. (2) The existing bikeway at Valley Brook Road would have to be moved to allow the construction of the new intersection and retaining walls. The proposed 900-foot bikeway would traverse the Blue River Reclamation Open Space to bridge the Blue River rejoining the Blue River Bikeway on CDOT right-of-way. South of Valley Brook Road the bikeway would be relocated onto the Breckenridge

Recreation Center property. This alternative relocates 625 feet of the Blue River Bikeway west of the existing location. The resulting Valley Brook mid-street crossing would be signed or signalized and striped for safety.

Current Town Request

The Town has indicated a preference to relocate as much of the bikeway along the future Airport Open Space (Block 11) as possible and be integrated into the Airport-McCain Open Space Master Plan currently under development. The new alignment between Coyne Valley and Valley Brook would run entirely along the eastern flank of the Airport property, deflecting into the Blue River Reclamation property as needed to bypass the Breckenridge Middle School properties.

CDOT agrees that this would be the most desirable alignment for the Blue River Bikeway segment relocation in this area and will develop plans to accommodate this alignment. CDOT reserves the ability to build the original planned bikeway alignment should the Airport Open Space be physically unavailable for safe, publicly accessible, and continuous bikeway construction at the time of the corresponding CDOT SH9 road project construction.

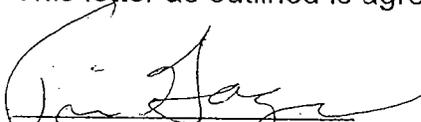
Please contact CDOT by July 15, 2003 if this request is incompatible with your future planning needs. We greatly appreciate your cooperation.

Sincerely,

Jill Schlaefer

Jill Schlaefer
Environmental Planner

This letter as outlined is agreeable to the Town of Breckenridge.


Tim Gagen, Town Manager

cc: P.Grosshuesch, Breckenridge Community Development
H.Anderson, Breckenridge Open Space & Trails
E.Vinson, FHWA
Scott Sands, FHWA
B.Pinkerton, CDOT
Lisa Kassels, CDOT
J.Lostracco, Carter-Burgess